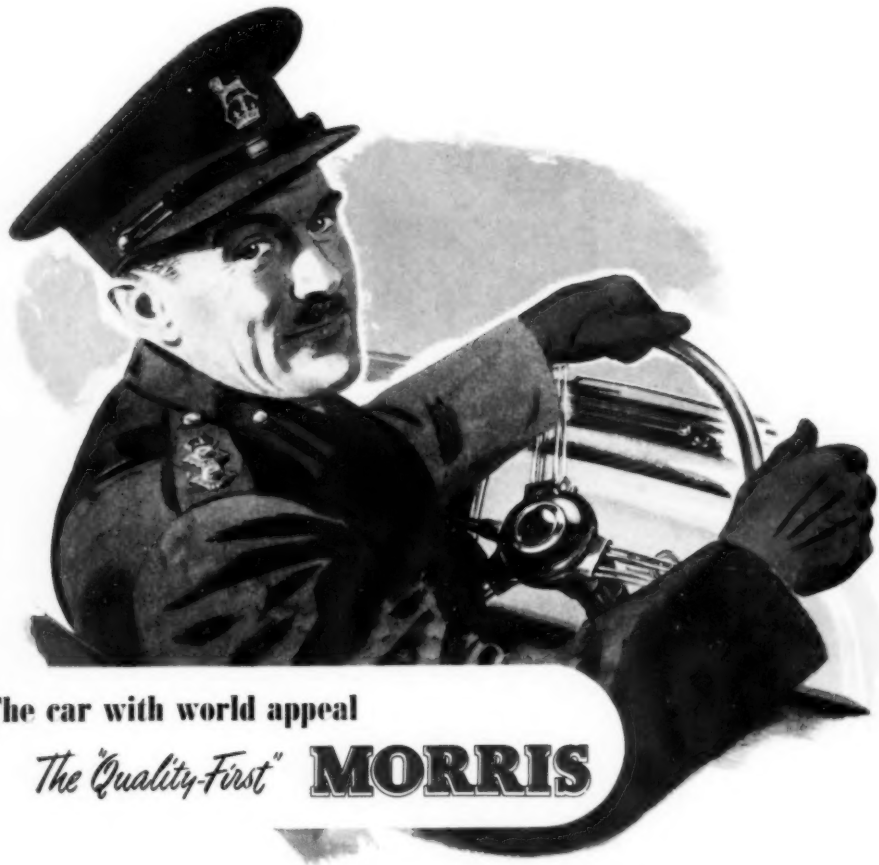
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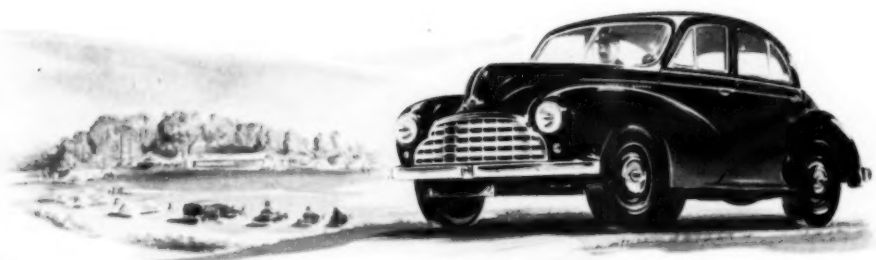
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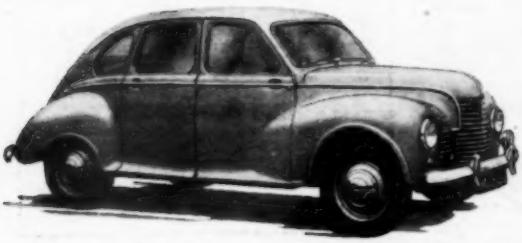
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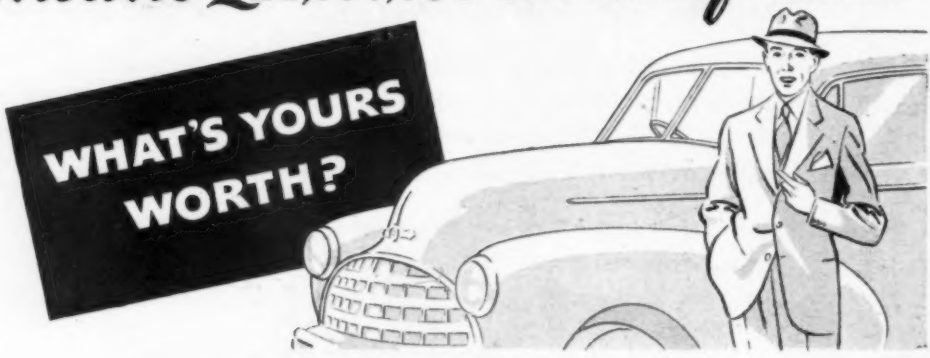
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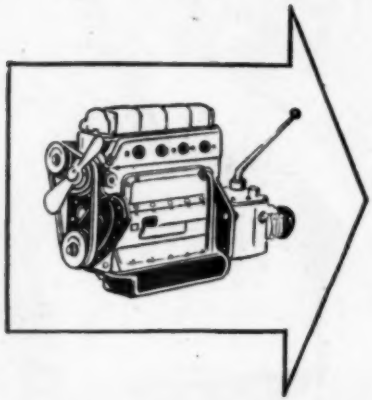


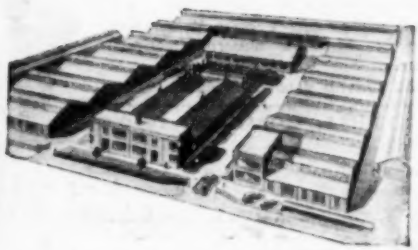
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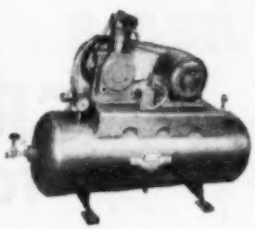


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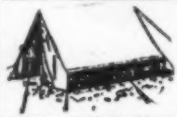
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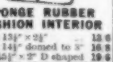


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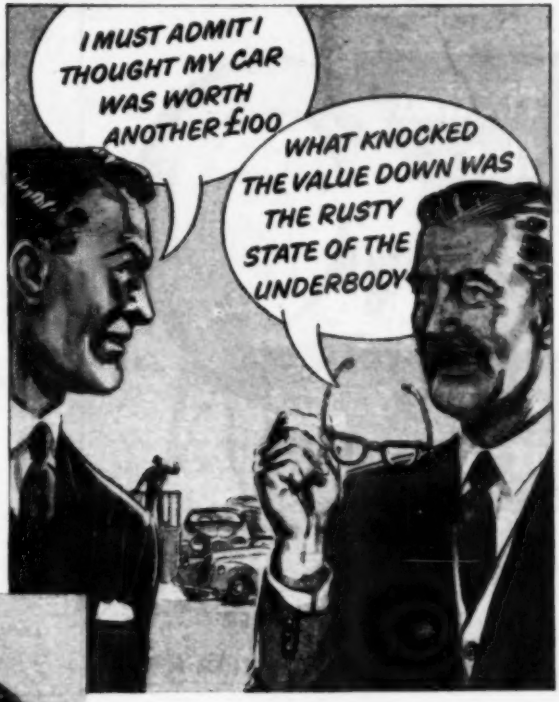
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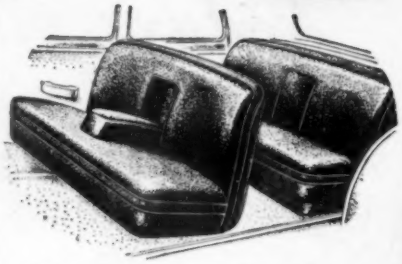
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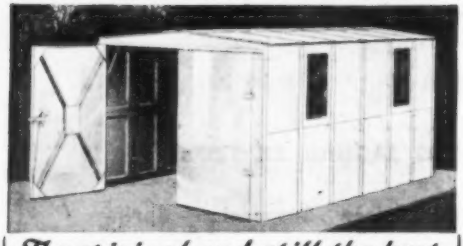
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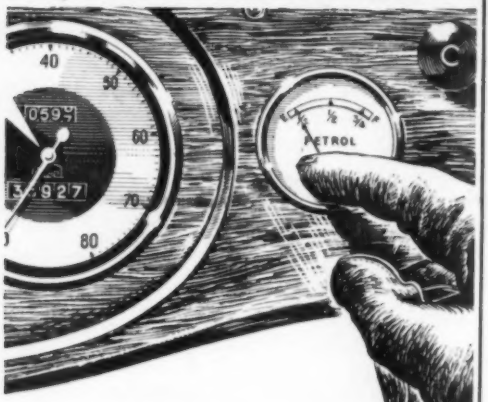
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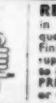
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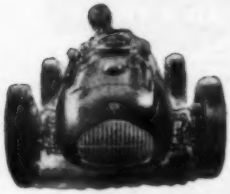
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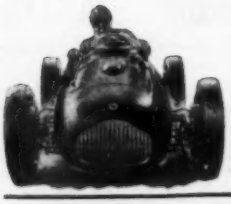
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2nd	ALLARD	2nd	ALVIS	2nd	A.C	2nd	JOWETT
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2nd	ALLARD	2nd	ASTON-MARTIN	2nd	FRAZER-NASH	2nd	LESTER-M.G.
3rd	JAGUAR	3rd	ASTON-MARTIN	3rd	FRAZER-NASH	3rd	JOWETT

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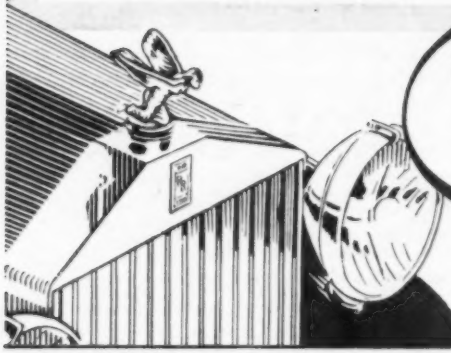
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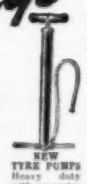
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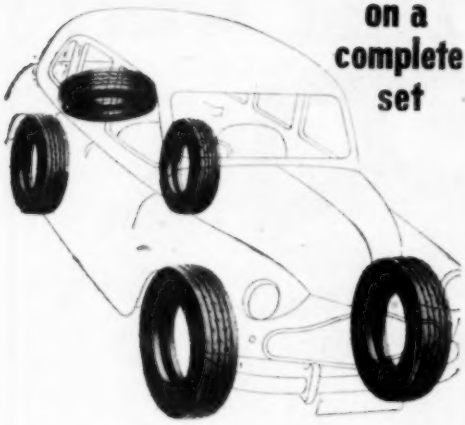
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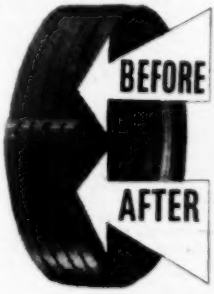
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The Autocar
FOUNDED 1895

No. 2947 FRIDAY, MAY 23, 1952 Vol. XCVII

Up and Up

THE oil companies cannot be surprised at motorists' resentment of the latest increase in the basic price of petrol, for it comes at a time when money is being lavishly spent in the improvement of filling stations as part of the "selected representation" scheme; nor can motorists be blamed for believing that the money comes ultimately from their pockets. It is fairly claimed that this expenditure results in better service for the vehicle user, and that selected representation is, as it were, the sprat to catch the mackerel of reduced distribution costs. Lacking precise details as to the figures involved, the motorist understandably views the whole business as cut-throat competition in expectation of the return of branded spirit, which has deprived him of the once-enjoyed privilege of selecting his own brand from a row of pumps. His real resentment, however, is reserved for the fact that at no stage in the campaign was consumer opinion sought, as is becoming typical with powerful interests, whether publicly or privately owned.

Our attitude to this development could be changed by a convincing demonstration of the economic saving, but it is difficult for anyone outside the oil companies to say where such saving will exist; and what of the losses of the companies that have been shut out by the power of the big combines?

In times such as these this development is singularly unhappy, and conflicts with the immense and unquestioned good that oil company wealth has done all over the world. The high final price of petrol to the user is not by any means the oil companies' fault, but the fault of grasping governments. None the less, the companies could benefit the consumer by fighting their rivals through the medium of lower prices, which is reality in competition, and not by spending their income so freely under the shelter of an agreed price for all brands conveniently and obscurely linked with the "Gulf price."

Covenant and Price

POWERS once assumed breed reluctance to relinquish them, but if the British Motor Trade Association is wise it will divest itself of its Covenant authority as quickly as is possible without reviving the abuses that the Covenant was designed to check. The best that can be said of the agreements involved in the purchase of a new car is that they are a necessary evil, the worst that they are a monstrous incubus unique in the history of barter between individuals.

There is, fortunately, an excellent indicator of the necessity of the Covenant, and that is the price mechanism. When the public's valuation of a second-hand car drops markedly below the price of the new example the incentive to speculation disappears. In the nature of things this condition is speedily followed, if not preceded, by the supply of the new product equalling the demand for it, whereupon the only extraneous reasons for buying the car concerned are the possibility that it might appreciate again later, or that the currency might further depreciate. Neither of these contingencies, in our opinion, is likely to arise. The current state of the second-hand market indicates that demand is quite definitely on a downward trend, thus signalling the moment when the B.M.T.A. should be considering if the Covenant can be waived on cars above a certain price. Moreover, the levelling up of supply and demand at home will be greatly assisted by the release of cars which have not found export markets, as is inevitable if they are not to deteriorate and thus involve the country in avoidable loss.

Motorists may well ask why this journal should be so grudging in its acceptance of the Covenant, and it is not easy to make the largely moral objections sound convincing. We do not, however, like to see such power as the Covenant confers in private hands, even if punishment for breach by a motorist remains a matter for the courts. And we dislike intensely the atmosphere of furtiveness and espionage with which the whole business of car transactions is currently surrounded.

THE WORLD'S BIGGEST MOTOR RACE

Is it also the Toughest?

By GORDON WILKINS

AMONG international motoring events the British have certain favourites, which receive more support and attract more interest than others because of their long history, a sentimental attachment, or the memory of past successes. The two outstanding examples are the Le Mans 24-Hour Race and the Monte Carlo Rally; yet there are other long-established events which present a more searching ordeal for both car and crew but loom much smaller in the minds of British sporting enthusiasts. One of these is the Mille Miglia, literally the race of 1,000 miles, which was run for the nineteenth time this year. This mad chase round Italy excited special international attention this year because of a well-prepared German effort which very nearly succeeded, and it serves notice of the serious challenge which awaits British cars at Le Mans.

The Mille Miglia has never been won by Britain; in fact a British car has only once appeared in the first five. This was in 1950 when Leslie Johnson, with J. G. Lea as passenger, took fifth place in a Jaguar XK120. It was Leslie Johnson who again this year made the best British performance, taking seventh place in a Nash-Healey with W. A. McKenzie as his navigator. The race round the full course has been won only once by anyone other than an Italian. This was in 1931 when Carraciola was victorious in a Mercedes-Benz at 62.9 m.p.h., but there was also a wartime race, run over a shorter closed circuit in 1940, which was won by Von Hanstein in a streamlined 328 B.M.W. Otherwise the lists of the leaders are crammed with the big names of Italian motoring sport: Campari, Nuvolari, Borzacchini, Varzi, Biondetti, Brivio and Villoresi.

In the smaller car categories Britain has, however, achieved some notable successes. As long ago as 1931, Trevisan and Goodacre won the 750 c.c. class in an Austin, in 1933 Eyston and Lurani won the 1,100 c.c. class in an M.G.; two years later Clarke and Faulkner won the 1,500 c.c. class in an Aston Martin. Fane, driving a B.M.W., was first in the 2-litre class in 1938 and Penn Hughes won the 8-litre class in 1933 in a Mercedes.

Since the war, the race has expanded and developed tremendously with the introduction of a touring category and various subdivisions of the sports category. The reputation of Healey cars in the post-war period was partly founded on Donald Healey's ninth place in the general classification in 1948, plus their outright win in the Touring category in 1948 in the hands of Lurani and Sandri, and in 1949 by Geoffrey Healey and Wisdom. This year entries were split up still further. There was a production touring car category for Italian cars only and there were other categories subdivided into cubic capacity classes for production sports cars and modified sports cars running under Gran Turismo rules.

The same veteran Aston Martin has now been victorious two years in succession, in the over 2-litre Gran Turismo category, first in the hands of Wisdom and Hume and this year driven by Wisdom with Lown as passenger. A Frazer-



The main square of Brescia is monopolized by the scrutineering of the cars for three days before the Mille Miglia, and on the Saturday night when the race starts the whole town stays awake.





Spectacular high-speed accidents are a regular feature of the Mille Miglia but the results are not always disastrous for the personnel. In 1950, Umberto Marzotto got up and walked away after he tweaked his Ferrari in twain against a tree at 80 m.p.h. The mechanic hurt his arm.



One of the Aston Martins on the starting ramp which was built at Brescia to give the vast crowds a better view of the cars. Contrary to expectations, everyone crept down the ramp very slowly to avoid damaging his car's tail at the bottom!



Regular and successful British competitors were feted at a special reception this year. Here are T. H. Wisdom, Donald Healey, Countess Maggi, Leslie Johnson, the Prefect of Brescia and Geoffrey Healey.

Nash finished sixth in the general classification in 1950 and Bristol cars have also done well since the war.

An entry of over six hundred cars means that there are at least twelve hundred drivers and co-drivers. Late entries are accepted in practice up to shortly before the start; the race control personnel never have complete records of the cars or of who is driving them, and the official results contain some strange discrepancies. Alfa Romeo were announced, for example, as having taken the first five places in the 2-litre national touring category when in fact it had been won by a Lancia Aurelia. Another class was given as having been won by Fiat when the car was known to be a Dyna Panhard, and the team of Siata V-eights, one of them driven by Rol, a veteran of the Mille Miglia, had no official existence at all, being referred to throughout as Ferraris.

The race itself is a glorious anachronism. It is the only event in Europe which carries on the great tradition of long-distance races between capital cities which made up the heroic age of motor racing. It is held over 1,000 miles of Italian main roads which in theory are closed to traffic, but which in practice present constant hazards in the form of bicycles, cars, trucks and buses. It covers every kind of road from the long, well-surfaced straights down the Adriatic coast to the winding, dusty mountain roads over the Appenines to Rome; then the endless variety of the northward run back to Brescia where high-speed main-road motoring alternates with the hazards of the Radicofani, Futa and Raticosa passes, with rain, mist and sometimes snow to add to the difficulties. The race is never the same twice, for the route is changed from time to time and road conditions vary from year to year. This year there was a specially rough section near Ferrara where the recent flooding of the Po river has laid a desert of putrefaction and ruin ten miles wide across the face of Italy.

Special Hazards

Spectators constitute a hazard sufficient to unnerve most newcomers, for despite the best efforts of the carabinieri and the local police, they frequently edge forward from both sides of the road until they meet in the middle, stepping back only at the last possible minute to let the cars through and then closing in again behind them. Add to this the fact that it is almost invariably raining, and that the Italian main roads have a peculiarly treacherous and slippery surface, and you begin to realize why it requires great courage to do well in the Mille Miglia; but courage is not enough and British casualties in killed and injured have been too high in relation to the strength of British participation. There are always casualties, of course, but the risks can be minimized by careful preparation.

The Germans realized this when they sent the Mercedes-Benz crews out to Italy *two months* before the race to learn the course. Readers of *The Autocar* are already asking where the Daimler-Benz company obtained the foreign exchange. The answer is presumably to be found in the different attitudes of the post-war German government and our own, for Mr. David Brown was called upon to explain in detail to the Bank of England why it was necessary to send Aston Martin personnel out to Italy a mere *two weeks* before the race.

To drive round the course even once is better than



At least three cars caught fire en route. Here is Biondetti's Ferrari which was completely destroyed near Bologna. Failure to close the fuel filler after refuelling is one cause of such a disaster.

nothing, for, as one driver remarked, it may indicate ten corners which are more difficult than they look and ten which are easier than they look. It will, therefore, give a driver ten chances of avoiding an accident and ten chances of gaining a few seconds; but obviously a serious effort to win the race demands ten or twelve runs round the whole circuit such as the German crews had this year, plus considerable organization to save time on the stops for fuel and tyres.

Daimler-Benz sent nearly thirty people to Italy, including the crews for their three cars, and this probably outnumbers the total British personnel sent out for all the makes engaged in the race at any time since the war. There was in addition a big German contingent to look after the Porsche cars which were successful in the 1,500 c.c. Gran Turismo and production sports car categories.

Some of the long-distance races in South America may impose a greater pounding on the car, but the entrants can fit heavy structural reinforcements which would prevent any car so burdened winning the Mille Miglia. We have now seen that a car which is capable of winning at Le Mans can be so affected by the pounding it receives in the Mille Miglia that it is unable to continue. Drivers with wide experience in Grand Prix racing and other types of fast motoring also find the Mille Miglia a formidable new ordeal with some disconcerting aspects. Not the least of these is the failure to make any provision for drivers to obey the routine calls of nature. From the moment the flag drops on the starting line at Brescia the crews are never out of sight of large crowds of the public until after they cross the finishing line. This imposes a special strain on the more modest crews from northern climes who have sometimes gone for fifteen hours without getting out of the car. There is one case on record of a co-driver who, having been daunted by the vast crowds at the refuelling stop at Rome, begged his driver to stop at a quieter spot on the road. It was subsequently discovered that the length of this

THE WORLD'S BIGGEST MOTOR RACE . . . . . continued

impromptu stop represented exactly the time margin by which that car failed to win a place, and amicable relations were restored only by the eventual disqualification of the car above them on a technical point.

No British team has recently had adequate means to station mechanics at all points round the course where refuelling and tyre changing or repairs might be needed and time can be lost in consequence. It is necessary to carry a bulky fuel funnel in the car and the possibility of the refuelling attendants failing to close the filler cap is an ever-present hazard. Three cars caught fire during the race this year and some of the fires are thought to be caused by this.

Perhaps the greatest problem is that of keeping the crews informed of their position. As the fastest cars are started at minute intervals the crews have at best only such sketchy information as their helpers at refuelling stops can provide, supplemented by observation of the other cars they encounter en route. When Bracco crossed the finishing line this year he did not know he had won the race and the time-keepers could not be sure until some time afterwards. Kling had no means of knowing that the fine lead he had established at Rome was being whittled away and when eventually Bracco beat his time to Bologna, Kling remained in ignorance of the substantial lead which was being built up by the wild-eyed tousle-headed Italian. The problem may eventually be overcome by the use of radio, but effective transmission over a 1,000-mile course so interspersed with high mountains is a formidable problem.

It is a pity that British entries since the war have all been high-powered and expensive sporting types. The touring category this year was confined to Italian cars, but it would be pleasant to think that Britain had a 1,100 c.c. family saloon capable of finishing at an average of 60.2 m.p.h., as the winning Fiat did in that class. A modified baby Renault saloon was entered among the production sports cars in the 750 c.c. category and beat all comers, averaging 58.7 m.p.h. for the 971 miles. These are valuable demonstrations of stamina by ordinary cars which are basically the same as the man in the street can buy.



Despair seems to clutch Bracco as a wheel is changed after a skid at Pescara. Some of the most famous drivers have been cheated of success through incidents of this kind, but Bracco went on to win.

An innovation this year was an index of performance similar to that used for so long at Le Mans, and it had a similar result in that the smallest cars proved practically unbeatable on formula. A modified Fiat 500C coupé running in the 750 production sports category beat a 750 c.c. Dyna Panhard for first place on formula, and every car in the first ten had an engine of 750 c.c. or less with the exception of the two brilliant 1,100 c.c. Oscas.

There is a good deal of money in the race. Cash prizes for the first eight in the general classification, plus the first three or four in the various categories, total some £3,250, in addition to which there are innumerable silver cups, motor scooters, sporting guns and various trinkets. The outright winner takes nearly £600 in cash in addition to much greater sums in bonuses from various suppliers.

The revenue is also considerable. International competition licences for drivers and co-drivers, to the total of twelve hundred, bring in £6 a time to the Commission Sportive, including the premium for third-party insurance. There are also competition licences to be paid for by each one of the six-hundred-odd entrants. Entry fees at normal rates are fourteen guineas each, rising to £23 10s for late entrants.

The various cities on the race route welcome the privilege of being included in the event, for the revenue from the countless thousands of trippers who flock in on race day is not to be despised, and from the time the first car rolls away at nine on the Saturday evening until the late arrivals struggle back into Brescia in the small hours of Monday morning, Italy is given up to a mass demonstration of motor racing enthusiasm which probably has no parallel anywhere else in the world.



Two of the 750 c.c. sports cars in a category where Britain has no representative. Above is the Siata coupé run by Butti and Loos and below is the team of Parisottos. Both use a proportion of Fiat parts.





Another successful small sports model, the Allemano Dyna, crosses the finishing line at Brescia. It is a combined Franco-Italian production.

D81



'A masterpiece, sir, is its own true advocate'

We need not search for fine phrases to describe the Daimler 'Regency'. Its distinction is apparent at the first viewing. Yet some qualities cannot be seen at a glance—perfection of design that comes from endless research and exacting testing, the Daimler tradition of fine engineering practice down to the last detail. These find expression in the years of untroubled motoring in store for the fortunate owner. In its powerful performance, effortless high speed cruising, and in a hundred other ways, your 'Regency' will speak for itself.

It's undoubtedly a Daimler



THE DAIMLER 3-LITRE 'REGENCY' seats 6 in spacious comfort; 6 cylinder 90 b.h.p. engine, with high torque at low engine speeds, gives crisp acceleration and flexible top-gear performance. Effortless high cruising speed is combined with a flat stable ride and exceptional road holding qualities. Notable features include Marles steering; full flow oil-filter, cleaning all engine lubricating oil under pressure; Daimler independent front suspension by coil springs; telescopic shock absorbers; Girling hydro-mechanical brakes and 12" drums; built-in heater and enormous luggage boot; flat unobstructed floors; automatic chassis lubrication and, of course, fluid transmission*.

*Licensed under Vulcan-Sinclair & Daimler Patents

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BY APPOINTMENT
Motor Car Manufacturers
To the late King George VI

First

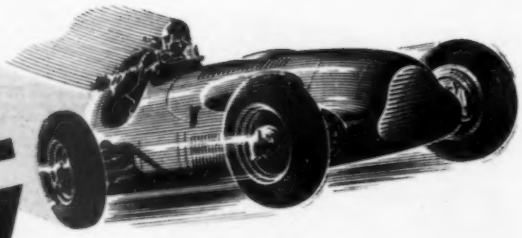
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The same high quality oil
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FUEL BY SHELL

NEWS and VIEWS

Renault Price Increases

NEW prices are now in force for Renault cars built in England:

	Old Total £ s	New List Price £	New Total £ s
750 c.c. standard saloon	689 10	455	725 10
750 c.c. de luxe saloon ..	729 10	470	753 10

Hartnett in Production

AUSTRALIA'S new light car, the 6 h.p. Hartnett, is now coming off the assembly line. It is based on the designs of J. A. Gregoire, with front wheel drive and a two-cylinder air-cooled engine. The first model is the four-seater Pacific Roadster, priced at A£695.

Whitsun Licences

AS Whit-Sunday falls on June 1 this year, the Minister of Transport has decided that owners of unlicensed vehicles may take out licences from Friday, May 30, on payment of an additional fee of 5s (for all private cars). The licences may be taken out for the remainder of the quarter ending June 30, or to December 31.

Home Quota

FOLLOWING suggestions by the motor industry, the Minister of Supply is investigating the possibility of introducing some flexibility into the allocation of cars for the home market. It has long been a cause of complaint by the industry that fluctuations in the export market cannot be counterbalanced in the normal way owing to the rigidity of a home market figure fixed far in advance.

International Touring Conference

FROM Monday to Thursday (inclusive) of this week, Church House, Westminster, was the scene of an international motoring conference; representatives of motoring organizations from all over the world met to discuss, among other things, methods by which international touring could be made more simple. The proceedings, and the subsequent entertainment of the visiting delegates, were under the auspices of the A.A. and the R.A.C.

This international assembly was in three parts, the first being a meeting of the A.I.T. (International Touring Alliance), the second a meeting of the F.I.A. (*Fédération Internationale de l'Automobile*), both of which lasted until lunch-time on May 21, and the third part a meeting of the O.T.A. (*Organization Mondiale du Tourisme et de l'Automobile*). The O.T.A. business continued on Thursday, May 22, the rest of the week being occupied by entertainment of the foreign guests.



The duffle-coated drivers of the Dellows are travelling engineers and salesmen whose firm, Fords (Finsbury), Ltd., Bedford, make dairy equipment, and find these unusual "staff cars" most suitable for the rough and muddy lanes which their representatives use (see also page 538, *The Autocar*, May 2) besides being expeditious on main road journeys. Customers, say Fords, often insist on joy rides about their own land!

Barcelona Trade Fair

CARS and accessories are included in the 20th International Fair at Barcelona, which is being held from June 10 to 13. Transport in general will be on exhibition in the Palacio Victoria Eugenia.

Trophy Presentation

ON Wednesday, May 7, a cocktail party was held at the Royal Automobile Club in London, at which the R.A.C. Hill-climb Championship Trophy, the R.A.C. Trials Championship Trophy and the Sir Malcolm Campbell Memorial Trophy were presented for the year 1951. These trophies were presented by Sydney Allard (see photograph on page 619, May 16 issue), as a token of the Club's esteem for his performance in the 1952 Monte Carlo Rally, which he won with an Allard—the first time this famous event had been won for Great Britain since 1931.

By a strange coincidence, the names of the winners of the three trophies all began with W; Ken Wharton won the Hill-climb Championship, W. H. Waring the Trials Championship, and the Sir Malcolm Campbell Trophy went to Peter Walker and Peter Whitehead for their win at Le Mans, as the most outstanding performance by a British competitor and car in 1951. To take the matter even further, W. H. Waring's passenger and navigator in trials and rallies is W. H. Wadham, who was also present; not only have they the same initials, but they also share the same birthday, although not born in the same year.

Dollar Sales Up

THE staggering total of 90 per cent of all M.G. sports cars is now being sold for dollars. Such a percentage of production would be outstanding as an export total, but when a model achieves such sales in dollar markets alone it is all the more remarkable.

Currency earnings from the U.S.A. alone amount to more than 10,500,000 dollars, and the 10,000th TD M.G. is now en route for that country. For the second time in six weeks production for the U.S.A. has had to be stepped up, and the June production will be 80 per cent greater than in January.

The Rover company has also had marked success in export markets, reaching a total even greater than before the Australian restrictions took effect. Of total Land-Rover production 95 per cent goes overseas, and 80 per cent of the Rover 75 output.

FRENCH ROAD PLANS

THERE is no doubt that the wonderful heritage of highways assisted France enormously in gaining the initial lead in motoring. Naturally there were other factors, but a set of highways built up largely by forced labour and then extended under the military genius of Napoleon helped the French to forge ahead when the motor vehicle came. It is refreshing to find that the French authorities realize the importance of making the roads adequate for modern conditions, and this has resulted in a highway improvement fund which, during the next five years, will provide £150,000,000 for highway improvements as distinct from highway maintenance. Active operations began on May 1. The work has been divided into eight sections: 1. The improvement of main highways; 2. The construction of motor roads; 3. The improvement of roads around big centres of population; 4. The tunnel under Mont Blanc; 5. The abolition of level crossings; 6. The reconstruction of inadequate bridges; 7. Local work in war-bombed regions; 8. Touring highways.

By reason of her fine set of national highways, France has less need of special motor roads than other European countries, and those which are proposed will relieve the congestion around big cities. Thus, the very successful two-branch motor road out of Paris to the west will be extended. A part of the well-known N7 to the Riviera will be made into a motor road beginning inside the city of Paris. This will give direct and rapid access to Orly aerodrome and make it possible to get a clear run south in the direction of Fontainebleau and Orleans. Another motor road will be 25 miles in length to the south of Lille, and there will be another to the east of Marseilles and one to the north of that city.

France is interested in the tunnel under Mount Blanc and, although no decision has yet been taken, she will doubtless participate in this scheme. In any case the tunnel will be bored, either with or without France, for the Italians are determined to go ahead with it. There are three schemes, one from Martigny and the Grand St. Bernard to Aosta, another

NEWS and VIEWS
continued

from Geneva under Mount Blanc to Aosta, via Bonneville, and an extension from Aosta to Turin, Savona and Genoa.

Plans are also being considered for the construction of underground garages in such places as the Madeleine, Place Vendôme, and Champs Elysées, in Paris, to relieve surface parking. Each of these would be capable of receiving 500 cars. Naturally they would be expensive, but the only alternative appears to be the provision of open-air parking places in the parks and other open spaces surrounding the city. Motorists would then have to use public service vehicles, and this plan is not popular with either the natives or visitors. It can be predicted, however, that the City Council will go a long way to meet requirements before placing restrictions on street parking.

Lincoln Tulips

AT the present time the Lincolnshire tulip fields are one of the most colourful areas of Britain. As usual, the R.A.C. has produced a map of a short tour starting and finishing at Spalding. The route is postsigned by the R.A.C. Copies may be obtained without charge from the R.A.C., 85, Pall Mall, London, S.W.1, or from county offices.

The club has also issued to its patrol scouts a list of gardens in the National Gardens Scheme, which is organized in aid of the Queen's Institute of District Nursing Fund. This will enable scouts to direct motorists to any garden by the shortest route.

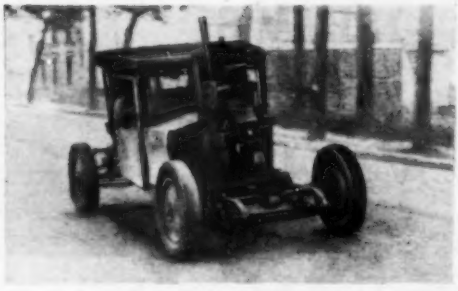
Drawing for Posterity

REPRODUCTIONS of 21 drawings by Max Millar, chief editorial artist of *The Autocar*, have been presented to the Science Museum in London for permanent exhibition. The drawings, which were originally published in *The Autocar* or its associated journal *The Motor Cycle*, show the technical features of historic cars, and car and motor cycle engines.

Dr. F. Sherwood Taylor, director of the Science Museum, said that the high degree of accuracy and clarity of the work made it very suitable for exhibition in the Road Transport section, both to supplement actual items and to illustrate others not represented.

Motor Trades Golf

RESULTS of the Spring Meeting of the Motor Trades Golfing Society, held on the delightful Stoke Poges course on May 15, were as follows: Division I: First prize, F. C. Buckley; second, A. Borkett; third, G. Lamb; challenge prize, F. C. Buckley. Division II: First prize, A. W. Saunders; second, W. T. Dunn; third, F. C. Scarborough; challenge prize, A. W. Saunders. Division III: First prize, B. H. Gladstone; second, W. Bradley; third, G. F. Boughton; challenge prize, B. H. Gladstone. In the afternoon foursomes, first prize was won by R. Nauen and T. Wood; second by A. Gough and A. W. Saunders and third by J. Thompson and H. Edenborough. Bogey's best friend was M. Clayton. First prizes in the three divisions were presented by *The Autocar*.



Seen on the roads of France is this unusual "special," cruising at a happy 36 m.p.h. (See accompanying paragraph.)

IT COULDN'T HAPPEN HERE!

THE extraordinary device shown in the accompanying illustration was seen in France recently by a member of *The Autocar* staff, at a time of day which precluded the possibility of a mirage or other figment of the imagination. On closer inspection, it proved to be an old car chassis, of uncertain make, fitted with an even older hitherto-stationary engine, which appeared to have but one cylinder and to run on paraffin. The object of the equipage was personal transport-cum-sawmill, a large circular saw being installed on the aft portion of the bare chassis for this purpose; and its ingenious constructor had also succeeded in making it possible for the entire contrivance to proceed under its own power from place to place. The transmission appeared to be by means of a large flat belt, from the engine flywheel down to what was presumably an extension of the original clutch shaft. The driver's cabin, in common with all the subsidiary equipment, was obviously home-made; no wings were fitted, the tyres all displayed patches of canvas, and the courageous *conducteur* was forced to peer round the side of the power unit to see his way, rather in the manner of the drivers of the long-stroke Lion-Peugeots of sacred memory in the pre-first World War period.

No—it couldn't happen here; and perhaps it's as well!

BOOKS RECEIVED

Signpost, by W. G. McMinnies, A.F.C., B.A. Published by Simpkin Marshall, Ltd., Rossmore Court, Park Road, London, N.W.1. Price 10s 6d.

It is not often that a guide book inspires one to take a holiday. One usually visits a place despite what the guide's eulogist has to say about it. Yet *Signpost*, described by its author as "an independent guide to pleasant ports of call in Britain and the Channel Isles," does have that pleasant, if unsettling, effect of making one want to drop everything and dash off to enjoy the "ports of call" for oneself.

It is, perhaps, that the pleasures of the hotels in this book have been experienced by a person with good humour and good taste, who has sat for stretches deep in an arm chair noticing the colour of a carpet, the blue grey Cumberland stone of a fireplace, a spray of azaleas in bloom. Moreover, it is not untempered praise. The streaks of criticism render the praise more authentic.

First published in June, 1935, and now in its 13th (1952) edition, the book is especially good for the motorist who likes comfort and tasteful surroundings—to say nothing of good food. Prices and amenities vary; there are the elegant and expensive, the homely and humbly priced, but always value for money, and in the most unpretentious a certain original quality.

A useful map indicates each place given, with the routes leading to and from it, and an "at-a-glance" index lists alphabetically the counties with their towns, villages and hotels beneath them, with a chart showing facilities, such as golf, tennis, scenery, catering for children, dogs, shooting, fishing, and so on.

The Secondhand Car Owner, by Bernard Way and Noel D. Green, A.M.I.Mech.E. Published by Wells Gardner, Darton and Company, Ltd., Redhill, Surrey. Price 6s.

Intended for the owner of the not-so-young car, with full descriptions of servicing processes and simple explanations of the functioning of the components. The compilers have never owned any but second-hand cars. A useful handbook.

The Emerald Isle, by Geoffrey Taylor. The Windows on the World Series. Published by Evans Brothers, Ltd., Montague House, Russell Square, London, W.C.1. Price 12s 6d.

A leisurely, anecdotal and knowledgeable book on Ireland. Not a guide, but rigidly selective and striking a fair balance between town and country, with some comments on the present-day Irish Question.

The West Coast of Scotland, by Stephen Bone. Published by Faber and Faber, Ltd., 24, Russell Square, London, W.C.1. Price 12s 6d.

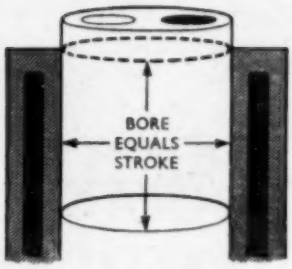
This volume is in the Shell Guide series, and the second to reappear since the war. Although alphabetical in layout, it is anything but dryly lexicographical, as those familiar with these guides will probably guess. Delightful and unusual information is included about a delightful and unusual land, and there are examples of taste and originality on each (cream laid) page. The author's comment on Clegs (or horse flies) gives an idea of his approach. "They will not trouble you after the beginning of August, but that is the only cheerful thing I know about them." The illustrations are excellent, and include some of Muirhead Bone's drawings and the author's paintings. There are eight pages of maps at the end. There is room for many more guides of this quality.

1952 Michelin Guide to France, published by Anglo-French Periodicals, Ltd., 25, Villiers Street, London, W.C.2. Price 21s.

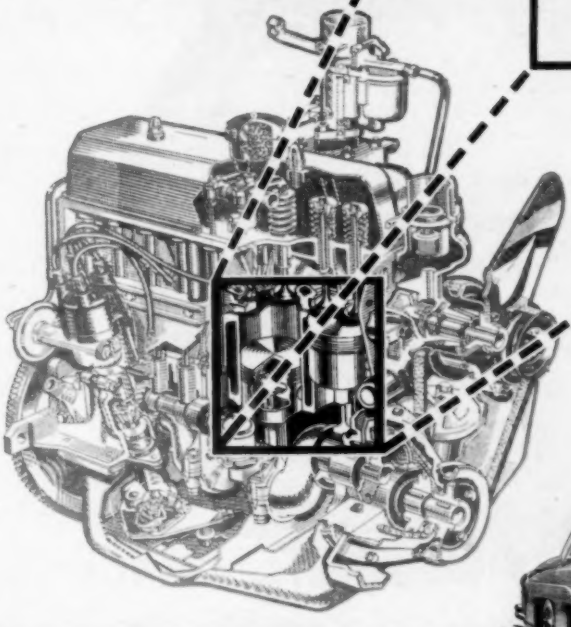
The invaluable and famous guide appears in its 1952 guise and remains far ahead of all competitors. "Michelin" is not only indispensable on the road; it is also fascinating reading matter.

NEW!

Vauxhall square engines mean longer life for cylinder bores



Actually in the new Vauxhalls the bore, 3½″, is greater than the stroke, 3″, so that the engines are "better-than-square".



- MORE POWER
- LESS PETROL
- LONGER VALVE, PISTON & RING LIFE
- LONGER CRANKSHAFT AND BEARING LIFE



The outstanding advantage of the new Vauxhall Square Engines is the great increase in cylinder bore life which comes from shorter piston travel and slower piston speeds. This simple comparison shows the full extent of the improvement.

PISTON TRAVEL IN FEET PER ROAD MILE

	Old Engine	New Square Engine
WYVERN 4-CYLINDER	2335	1873
VELOX 6-CYLINDER	2143	1631

Piston speeds are reduced in the same proportions. Slower piston speeds permit higher cruising speeds on the road. Here are equivalent cruising speeds for the *same piston speed* in all four engines.

ROAD SPEEDS AT SAME PISTON SPEED

	Old Engine	New Square Engine
WYVERN 4-CYLINDER	50 m.p.h.	62 m.p.h.
VELOX 6-CYLINDER	55 m.p.h.	71 m.p.h.

Vauxhall's new boring technique produces an ideal cylinder wall finish. Comprehensive tests point to a notable increase in cylinder bore life — as much as 50%.

Wyvern, 4-cyl, 1½ litres, £495 plus £276.10.0 P.T.
Velox, 6-cyl., 2¼ litres, £535 plus £298.14.5 P.T.

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COOPER - BRISTOL	FRAZER - NASH
1ST HEAT 1	1ST 2nd and 3rd CLASS 'E'
J. M. HAWTHORN	R. F. SALVADORI
(Average speed 15 laps 85.48 m.p.h.)	T. A. D. CROOK · D. A. CLARKE

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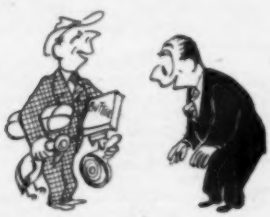
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Visitors

IN Town today and visiting this columnist was the son of one of my correspondents in New Zealand, bearing gifts and covering the recipient with a pleasant embarrassment. I mention the point because the kindliness of this journal's friends calls for public acknowledgment. Out in New Zealand the family owns and likes a Morris Eight, in which the four of them go places and see things. He thought England was bright and busy, and very nice it was to hear him say so, and maintained that he was well fed here. Modestly, he said that he would not like to drive in London, but I have a feeling that he would enjoy trying it. I have a feeling, too, that I would enjoy motoring in his homeland. "It's a fine country for motoring," he said diffidently, "and the scenery is lovely." A young man, he found life a little quiet out there, but I expect the years will change that impression.

The world seems conveniently small when overseas friends pop in that way. I wish I could think of a good reason why the Editor should send his tame (well, fairly) Scribe to New Zealand.



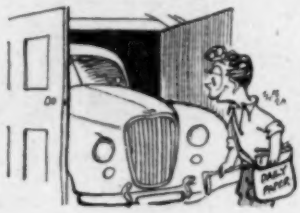
Bearing gifts

◆ ◆ ◆

Gorgeous Beast

THIS motorist's first experience of the Jaguar Mark VII was interesting in that the car that came my way had covered a mere 326 miles; out of respect for its engine, therefore, I kept below 2,500 r.p.m. and opened the throttle with a gentleness that made sporty drivers overtake me with a disdainful air of "waste of a good car." However, the result was that I could savour the behaviour of the car apart from its higher performance. Its size intimidated me for perhaps fifty yards, and then I appreciated the cunning way in which the car seems to kid you that it isn't as big as you think; it is extremely manœuvrable, and over my twisting, narrow, familiar route it never gave me a moment's anxiety.

Everything it does below 50 m.p.h. (for above same see Road Test of the other week) it does beautifully. From my knowledge of its creators I could imagine Messrs. Lyons and Heynes taking out the prototype again and again until they were both absolutely satisfied with it in every respect. Or maybe they hit the jackpot straight away from the drawing board? This firm has gone from strength to strength, each new model making one feel that they cannot do better than that. How long can the procedure go on?



Protruding from the garage

I got a final reminder that the car really is big, for, having backed it into my garage with the help of Mrs. Scribe, I found that my chance of getting out was literally slim. "What will you do?" asked my helper. "Better get me a boiled egg and a blanket," I replied, "and pass them through the window. See you tomorrow." But I left it protruding from the garage just far enough for the driver's door to open freely. The paper boy was grateful, for it enabled him to inspect it in the early hours.

◆ ◆ ◆

Demoralized

ROUNDING a bend the other evening I was distressed to see a mother with two children clutch the youngsters in terror and cower into the bank with them at the sight of my car. The road was wide and visibility allowed me to swing well out, and I was able to give them a reassuring double toot some time before I passed them. My speed was about 35 m.p.h.

Pondering on this afterwards I reckoned that the mother in question had been thoroughly demoralized by the scare propaganda over road safety, and that her near-panic was far more likely to cause an accident than otherwise.

Fear is a potent force: somewhere just recently I saw the fable of the Traveller who met the Plague. "Where are you going?" he asked. "To kill 5,000 people," the Plague replied. Some time later they met again. "But you killed 15,000," objected the Traveller. "I?" asked the Plague. "Not I. I killed 5,000. Fear took the rest." Putting fear into the heads of road users may be a legitimate weapon in the war against road accidents, but it needs using with great care. If the price of its use is terror in the hearts of mothers, and that without tangible result in the promotion of safety, I suggest that the publicity boys need to think again, possibly after consulting a psychiatrist. If they really want to make themselves useful they should publicize the work of the road safety section of the Road Research Laboratory.

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Wiring

I HAVE just tried to help a friend who is in difficulty with an electrical fault, and I must say that wiring diagrams are just about as incompetently presented as they could be. An article in this journal pointed out how convention in such matters was a hindrance instead of a help, and anyone who has tried tracing lines spaced by the half-dozen only a thirty-secondth of an inch apart will agree. Not only that, but the diagrams are also foolishly incomplete. It is no use sending a wire gaily diving into a circular dial via a terminal and then permitting half a dozen wires to emerge without showing what the connections are behind the dial. Not everyone knows, or can work out for himself, what the circuit is inside an ammeter or a multiple switch, and yet it is in such places that circuit failures most often occur. One feels it is all part of the policy of "let the experts do it," but the expert costs money.

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X equals Y

STAFF member A said that he thought the time was coming when the spare wheel could be eliminated in the interests of weight and space saving. Staff member B walked in an hour later and said that he had just had a multiple puncture of five perforations caused by one nail (sounds like the Grimm brothers' tailor). I felt that the matter could rest there, at any rate for the time being.



A multiple puncture

Grosser Preis der Schweiz

FERRARI WINS FIRST NATIONAL G.P. OF 1952





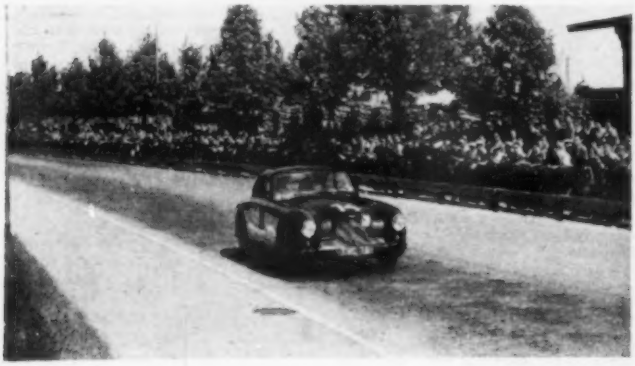
Formula II racing cars hurtling down the Jordenrampe slope on the first lap of the formula 2 Grand Prix. The sketch shows the outline of this tricky circuit which is made especially difficult by the sudden changes of light as the cars pass through the Bremgarten Forest.

WITH only one car left of the team of three, Ferrari won the Swiss Grand Prix last Sunday, Piero Taruffi bringing the winning car home almost a lap ahead of the similar four-cylinder 2-litre Ferrari driven by the Swiss leader of the *Ecurie Espadon*, Rudi Fischer. Jean Behra was third, in the second of the new six-cylinder 2-litre Gordinis to appear this season; fourth was Ken Wharton, after a very consistent drive in the new single-seater Frazer-Nash. Unfortunately, two of the four H.W.M.s lost rear wheels as a result of axle shaft breakages, and the other two were withdrawn for fear of similar occurrences—very hard luck, as they stood a good chance of being placed.

In the international sports car race for the Prix de Berne, the new Mercedes coupés had things all their own way after their chief challenger, the 4.1-litre Ferrari driven by the Swiss, Daetwyler, had broken an axle shaft on the starting line. The DB2 Aston Martins handled by Geoff Duke and Reg Parnell went very well to finish fourth and fifth. Unfortunately, Rudi Caracciola crashed his Mercedes in this race and was taken to hospital; it is understood, however, that he is not dangerously ill.

Run in perfect weather conditions in front of an enormous crowd, these races were unquestionably successful and demonstrated to the full the immense Continental enthusiasm.

Reg Parnell hugging the inside of the course as he takes the flat-out bend opposite the grandstand in the Berne Prize Race.



In Practice

THE practice periods for both the international sports car race, the Prix de Berne, and the Grand Prix de Suisse itself, were of considerable interest. For the first period, on Thursday, there were many absentees, including the works' Ferraris, the second of the new 2-litre Gordinis, the Ferraris of the Rosier stable and the new Maseratis to be driven by Fangio and Gonzalez—and rumour already had it that these last would not be ready in time. But the four-cylinder Ferrari of Rudi Fischer and the 2-litre six-cylinder Gordini of Manzon were both going very fast indeed; the three official H.W.M.s were consistently good, and Stirling Moss took one out for a few laps, the fourth car not being scheduled to arrive from England until the following day.

Among the sports cars the official Type America 4.1-litre Ferrari, driven by the Swiss sports car champion Willy Daetwyler, was extremely fast; but hardly less so were the three Mercedes coupés driven by Kling, Lang and Caracciola, which for some strange reason were painted red, blue and green respectively—*not* their national colours. The two DB2 Aston Martins, handled by Geoff Duke and Reg Parnell, were going well, although appreciably slower than the Mercedes and America Ferrari. On Friday came the second practice period, and things began to warm up consider-

ably. Fortunately the weather throughout was perfect, sunny, warm and with practically no wind. The sports car order was maintained with Daetwyler in the Ferrari lapping at 2m 55.6s (92.7 m.p.h.) and unofficially handsomely beating his own previous record set up with his thunderous supercharged Alfa Romeo two years ago.

The official Ferrari team of Farina, Taruffi and Simon had now arrived, and proceeded to make the three fastest practice laps with 2m 47.5s (97.4 m.p.h.), 2m 50s and 2m 52.4s respectively. Manzon was only 0.3s slower; but as he had been faster on his previous practice, he ousted Simon from the front line of the grid. Next came Fischer, and then Jean Behra, who had brought the second 2-litre Gordini by road from Paris on the Thursday in an unbelievably short space of time! Peter Collins was fastest H.W.M. with 2m 55.9s; Moss scored 2m 56.4s, but his car was not perfect, and later that night it was also decided to give him a lower gear, which would enable him to make more use of the car's rev range—the remaining H.W.M.s retaining the higher gear in the interests of reliability. De Graffenried, in the faster of the two Platé Maseratis, equalled Moss' time, but Schell was some 11 seconds slower in the second car. Neither Alan Brown nor Eric Brandon seemed happy with the Cooper-Bristols; Brown's car, in particular, appeared to have a persistent misfire at part throttle. Ken Wharton put in some consistent laps with the single-seater Frazer-Nash, but this car, too, was handicapped by sheer lack of power. Hans Stuck, with the V-eight-engined A.F.M., was not fast either, and there would appear to be some truth in the rumour that the engine of this car has been considerably detuned in an effort to achieve reliability.

Race Day

From practically every standpoint, the circuit in the forest of Bremgarten on the outskirts of Berne must be accounted among the finest in Europe. It is truly a driver's circuit; with a multiplicity of fast bends, one after the other, and very little real straight, it is hard work for the driver and requires great concentration and much practice. On the other hand, too, its scenic attractions render it almost ideal from the point of view of the spectator, and it does not suffer from the great disadvantage of the famous Nurburg Ring that each car takes so long to get round that there are long gaps; at Berne, each car appears roughly once every three minutes.



Hermann Lang made fastest lap in the Berne Prize Race in the 300SL Mercedes-Benz.

From early last Sunday morning, there were large crowds all round the circuit, as the two final motor cycle races (for sidecars and 500 c.c. machines) were run off in the morning. Then, after a short lunch break, came the Prix de Berne international sports car race, and run concurrently with it the over 1½-litre division of the national sports car event. The former brought to the line the Ferraris of Daetwyler and Carini, four new Mercedes Coupés (Riess having been added to the score, driving the practice car), two Lancia Aurelias (Bonetto and Fagioli), two Aston Martins (Duke and Parnell) and Biondetti's special XK120 Jaguar, with Italian coachwork rather reminiscent of the Type C. The start was dramatic, for the very fast Ferrari driven by Daetwyler, which had been easily fastest in practice and was a strong favourite, broke its axle on the line, with Mercedes shooting all round it as they streaked away into the lead. Nothing could hold the Mercedes; Biondetti's special Jaguar followed them at a respectful distance for some time, but then retired. It was left to Geoff Duke to bring his DB2 Aston Martin up to the position of menacing Fritz Riess, with the last Mercedes; but Riess then drew away again. Caracciola, veteran of so many races, had a bad crash when running in third place among the Mercedes; the car was wrecked, and Caracciola taken to hospital with injuries to his leg and jaw.

RESULTS

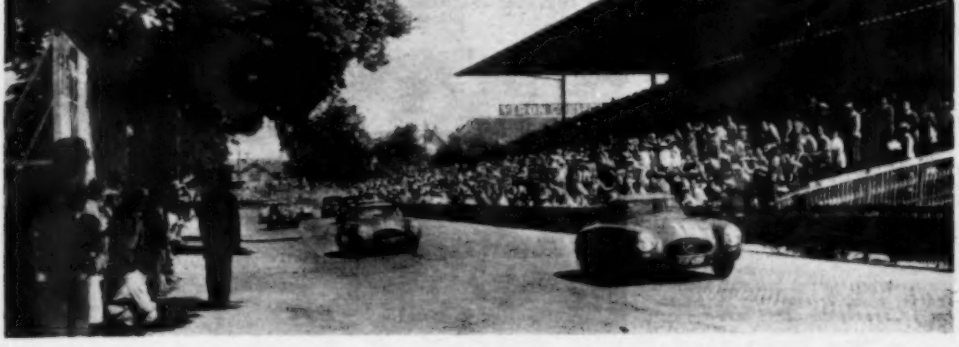
Bremgarten Circuit: 4.694-mile lap

Preis von Bern. Sports Cars over 1,500 c.c. (race distance: 18 laps, 81.40 miles):
1. Mercedes 3,000 (K. Kling), 54m 6.4s. 90.4 m.p.h.
2. Mercedes 3,000 (L. Lang), 54m 46.4s.
3. Mercedes 3,000 (P. Riess). 1 lap behind.
4. Aston Martin 2,580 (O. Duke). 1; 5. Aston Martin 2,580 (R. Parnell). 1; 6. Lancia Aurelia 2,000 (P. Bonetto). 1; 7. Lancia Aurelia 2,000 (L. Fagioli). 1. **Retirements:** 12 laps, Mercedes 3,000 (H. Caracciola); 10, Jaguar 3,500 (C. Biondetti); 4, Ferrari 2,660 (P. Carini); nil Ferrari 4,100 (W. P. Daetwyler-. **Fastest lap:** Mercedes (H. Lang), Lang), 2m 36.1s. 92.4 m.p.h.

After a short lunch interval, the cars were brought out for the Grand Prix; in the front line were the Ferraris of Farina and Taruffi, and Manzon's Gordini. Behind them came the Ferraris of Simon and Fischer; then Collins (H.W.M.), Behra (Gordini) and de Graffenried (Maserati); then the H.W.M.s of Moss and Abecassis; then Bira's Gordini, Macklin's H.W.M. and Wharton's Frazer-Nash; then Stuck (A.F.M.) and Brown (Cooper-Bristol); then Ulmen (Veritas), Brandon (Cooper-Bristol) and Schell (Maserati), and finally Hirt (Ferrari 12-cylinder), de Terra (older-type Simca-Gordini) and Rosier (Ferrari). The last-named had only just got his four-cylinder Ferrari to the course in time for race day, and consequently he had not practised.

By now the crowd was enormous, and over 11,500 cars had been left in the offi-

Two 300SL Mercedes-Benz driven by Caracciola and Kling leading the pack past the grandstand in the Berne Prize Race for sports cars over 1,500 c.c.





Piero Taruffi who drove a brilliant race in a 4½-litre Ferrari to take second place in the formula 1 Grand Prix at Berne last year, wins this year's formula 2 race.

Grosser Preis der Schweiz—Continued

cial car parks, a record figure. Still the weather was perfect, with a brilliant blue sky and blazing sunshine, although a cool breeze prevented the temperature from rising to an uncomfortable degree. The race was a few minutes late in starting; but finally the Swiss national flag was raised—then it fell, and off they went. At the start the Ferraris took the lead, Moss, endeavouring to get through the pack from his position in the fourth row, was baulked by Behra's Gordini, which slid sideways with wheelspin, and had to ease off to avoid a collision. So when the cars appeared at the end of the first lap, Farina held a comfortable lead over Taruffi, who in turn was two seconds ahead of Simon. Then came Manzon, and then Moss; but next time round the green H.W.M. had displaced Simon's Ferrari in third place! Then came the Gordinis of Manzon and Behra, and then Collins' H.W.M.

But, alas, on the fourth lap Moss had to come into the pit, the engine misfiring, and the plugs were changed for a harder set. This set him back to the end of the field; but already there had been trouble in front. Rosier, veteran French driver, spun his Ferrari round and charged the straw bales on the fast downhill section, the driver being thrown out into the road, and Macklin was forced to spin the H.W.M. to avoid him. Both German cars had been into the pits and by four laps both were out of the race; de Terra's Simca lasted only for one lap before retiring.

Meanwhile Farina sailed round in the lead, while Behra's Gordini now displaced Simon in third spot. And now it was Abecassis who came up to fourth and took up the challenge on behalf of H.W.M. Behra and Simon duelled fiercely for some laps, with the H.W.M. never far behind; but then misfortune struck really hard at the British team. As Abecassis was entering the fast curve known as Bethlehem Corner at the end of the straight stretch past the pits on his thirteenth lap, one rear hub shaft snapped and the wheel flew off; the car hit the bank, throwing the driver out, and virtually rolled over him back into the road—Abecassis, however, was miraculously barely hurt except for strained muscles and abrasions. Moreover, on the same lap the same misfortune befell Collins just after Forest House Corner, at the entrance to the straight; the car came safely to rest.

Both the Maseratis had straw on the radiator grilles, evidence of unauthorized excursions from the straight and narrow path; and now, at the end of 16 laps, it was Farina's turn for misfortune. The Ferrari came past the pits sounding less crisp than usual; and came to rest with magneto trouble at the end of the straight, Farina walking back amid the cheers of the sympathetic crowd. Manzon stopped at the pit two laps later, and Gordini proceeded to carry out a major overhaul on the radiator and cooling system; certainly the race was taking its toll.

Position at 20 laps

1. Ferrari 2.000 (P. Taruffi), 58m 52.6s, 92.4 m.p.h.; 2. Ferrari 2.000 (A. Simon); 3. Gordini 2.000 (J. Behra); 4. Ferrari 2.000 (R. Fischer); 5. Gordini 1.500 (B. Bira).

Simon's Ferrari was called in at 22 laps, Farina taking over the wheel and a hasty churn of fuel being thrown into the tank to avoid the necessity for a later stop. At 24 laps, the remaining H.W.M.s of Moss and Macklin were called in, John Heath deciding that it would be foolish to risk further similar accidents to those which had befallen the first two cars; the drivers, having seen the fate which had attended their team-mates, were unashamedly rather relieved! A pity, however, as Moss had already worked his way back up through the field to seventh position, and had every chance of finishing well up. Rudi Fischer's Ferrari now lay fourth; Ken Wharton, putting up a good and consistent run in the Frazer-Nash, was sixth, followed by Alan Brown in the faster of the two Coopers. Next came de Graffenried; but his team mate, Harry Schell, had been put out when the engine seized solid (a gudgeon pin had broken) as he was slowing down after being cut on the face by flying glass.

Position at 40 laps

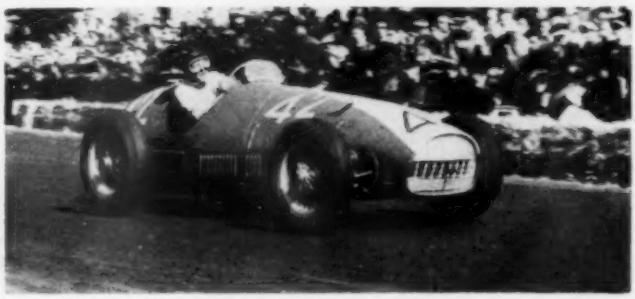
1. Ferrari 2.000 (P. Taruffi), 1h 56m 26.2s, 93.3 m.p.h.; 2. Ferrari 2.000 (G. Farina); 3. Gordini 2.000 (J. Behra); 4. Ferrari 2.000 (R. Fischer).

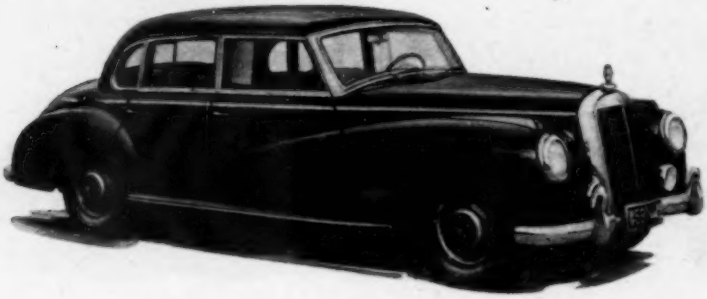
Now there were only ten cars left in the race; Manzon had finally retired, and the Gordini *équipe* were forced to rob his car of its exhaust pipe to replace that lost by Behra. The exhaust gases playing on the body side made the car so hot that when Behra came in for repairs his pit staff threw a bucket of water over his left leg to cool it down! The two stops which he made at this time allowed Fischer to pass into third place; and then Farina, lying second in Simon's Ferrari, came in and retired with a blown gasket—only the leading works Ferrari left. Wharton was now fifth, having made a brief and extremely hurried stop for one churn of fuel; and then Bira's Gordini stopped out on the circuit, and the Frazer-Nash came up to fourth. Taruffi stopped for only 19 seconds, taking on, likewise, one churn of fuel, at 54 laps; Fischer, however, now in second place, ran through non-stop. And that was how they finished; two Ferraris, the Frazer-Nash, Brown's Cooper, de Graffenried's Maserati, Hirt's Ferrari, and Eric Brandon with the second Cooper, which had made several stops for water in the closing stages and was definitely sick.

FINAL RESULT

1. Ferrari 2.000 (P. Taruffi), 3h 1m 46.1s, 92.6 m.p.h.
2. Ferrari 2.000 (R. Fischer), 3h 4m 23.5s.
3. Gordini 2.000 (J. Behra), 1 lap behind.
4. Frazer-Nash 2.000 (K. Wharton), 2 laps behind.
5. Cooper-Bristol 2.000 (A. Brown), 3; 6. Maserati 2.000 (E. de Graffenried), 4; 7. Ferrari 2.000 (P. Hirt), 6; 8. Cooper-Bristol (E. Brandon), 9. **Retirements:** 52 laps Gordini 1.500 (B. Bira); 51 Ferrari 2.000 (A. Simon); 31, Maserati 2.000 (H. Schell); 24, H.W.M. 2.000 (L. Macklin); 22, H.W.M. 2.000 (S. Moss); 20, Gordini 2.000 (R. Manzon); 16, Ferrari 2.000 (G. Farina); 12, H.W.M. 2.000 (G. Abecassis); 12, H.W.M. 2.000 (P. Collins); 4, A.F.M. 2.000 (H. Stuck); 4, Veritas 2.000 (T. Ulmen); 2, Ferrari 2.000 (L. Rosier); 1, Simca Gordini 1.500 (M. de Terra). **Fastest lap:** Ferrari (P. Taruffi), 2m 49.1s, 96.3 m.p.h.

The Swiss champion, Rudolph Fischer, private owner of a four-cylinder Ferrari, took second place in the Berne Grand Prix.





The Autocar ROAD TESTS

A blend of traditional and modern elements gives the Type 300 Mercedes-Benz a massive and distinguished air. There are flashing indicator lamps on front wings and rear deck panels.

No. 1467: MERCEDES-BENZ TYPE 300 SALOON

THE Type 300, the largest car in the Mercedes-Benz post-war range, has undergone a process of development since the prototypes were first demonstrated at the Frankfurt Show a year ago. On the cars now in production a two-piece propeller shaft replaces the single shaft, the cruciform chassis frame has been heavily boxed in at the centre for extra rigidity and numerous detail improvements have been incorporated.

A Continental test on a production model recently made available by the manufacturers shows that the car now challenges the best produced anywhere in the world today. To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal.

There are still very few saloon cars which are capable of a mean speed of over 100 m.p.h., but to obtain this result on a five-six-seater saloon car with generous room for passengers and luggage, using an engine of three-litre capacity said to deliver only 114 b.h.p., is a notable achievement. As the weight is some 1¼ tons unladen, it is not to be expected that the top gear acceleration will match that of the larger engined transatlantic cars, but very good results can be obtained by using the all-synchromesh four-speed gear box and the driver is given every encouragement by the steering column change mechanism, which is unusually light, positive and a pleasure to use. Clutch action is light, and it is possible without the exercise of any special skill to reach 50 m.p.h. from rest in

PERFORMANCE

MERCEDES-BENZ TYPE 300 SALOON

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.44 to 1	6.94 to 1	9.4 to 1	14.65 to 1
10—30 ..	11.5	7.8	5.4	4.1
20—40 ..	11.4	7.6	5.1	—
30—50 ..	11.4	7.2	6.1	—
40—60 ..	11.7	7.8	—	—
50—70 ..	11.8	9.9	—	—
60—80 ..	12.6	—	—	—

From rest through gears to:

M.P.H.	sec.
30	4.9
50	11.7
60	16.4
70	22.5
80	30.9

Standing quarter mile, 20 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top .. (mean)	102	164
(best)	105	170
3rd	65—77	105—124
2nd	40—54	64—87
1st	25—36	40—58

TRACTIVE RESISTANCE: 35 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	217	1 in 10.2
Third	330	1 in 6.7
Second	427	1 in 5.3

BRAKES:

Efficiency	Pedal Pressure (lb)
92 per cent	108
91 per cent	100
50 per cent	50

FUEL CONSUMPTION:
15.3 m.p.g. overall for 260 miles. 18.5 litres per 100 km.
Approximate normal range 15–20 m.p.g. (18.8—14.1 litres per 100 km).
Fuel: German normal, 70-72 octane.

WEATHER: Dry, medium sidewind.
Air temperature 70 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of February 22, 1952.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90
True speed	10.5	20.5	29.8	40	50	60	69	79.2	88

DATA

PRICE (basic), with saloon body, DM 19,900 = £1,695 at DM 11.76 = £1. Not obtainable in Great Britain.
Extras: Radio DM 900.
Heater standard equipment.

ENGINE: Capacity: 2,996 c.c. (183 cu in).
Number of cylinders: 6.
Bore and stroke: 85 × 88 mm (3.35 × 3.47in).
Valve gear: Single overhead camshaft.
Compression ratio: 6.4 to 1.
B.H.P.: 114 at 4,600 r.p.m. (B.H.P. per ton laden 60).
Torque: 145 lb ft at 2,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 18.4.

WEIGHT (with 5 gals fuel), 34¾ cwt (3,874 lb).
Weight distribution (per cent) 52.4 F; 47.6 R.
Laden as tested: 38½ cwt (4,288 lb).
Lb per c.c. (laden): 1.4.

BRAKES: Type: F, 2-leading shoe; R, leading and trailing shoe.
Method of operation: F, Hydraulic. R, Hydraulic.
Drum dimensions: F, 10¼in diameter, 2¼ in wide; R, 10¼in diameter, 2¼in wide.
Lining area: F, 97 sq in; R, 97 sq. in (101.5 sq in per ton laden).

TYRES: 7.10—15in.
Pressures (lb per sq in): 25 F; 28 R (normal). 29 F; 32 R (for fast driving).

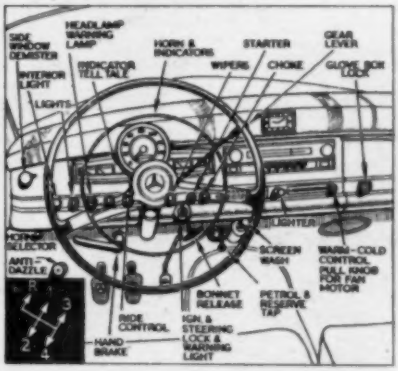
TANK CAPACITY: 15.85 Imperial gallons.
Reserve 1.3 gallons.
Oil sump, 11 pints.
Cooling system, 35 pints with heater.

TURNING CIRCLE: 39ft 0in (L and R).
Steering wheel turns (lock to lock): 3¾.

DIMENSIONS: Wheelbase 10ft 0in.
Track: 4ft 8¾in (F); 5ft 0in (R).
Length (overall): 16ft 3in.
Height: 5ft 3in.
Width 6ft 0¼in.
Ground clearance: 6¼in.
Frontal area: 25.3 sq ft (approx).

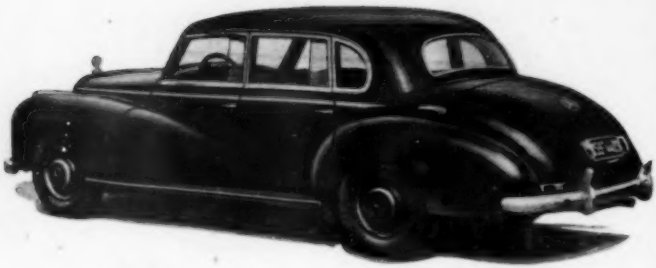
ELECTRICAL SYSTEM: 12-volt, 50 ampere-hour battery.
Head lights: Double dip, 35 watt.

SUSPENSION: Front, independent, with coil springs, wishbones and anti-roll bar. Rear, independent swing axles and coil springs, with auxiliary torsion bars.





The well-known Mercedes-Benz radiator grille and three-pointed star mascot are retained but a conventional radiator is concealed under the bonnet.



Red reflectors are mounted on the bumpers, while tail, stop and reversing lamps are grouped on each side above the bumper. The doors carry unusual wind-deflector panels on their trailing edges, opening inwards.

ROAD TEST . . . . continued

11.7 seconds, or to reach 60 m.p.h. in 16.4 seconds.

The driving position is very good, the back rests of both front seats being adjustable for angle; there is a view of both front wings through the wide windscreen, while the instruments are well placed on an elaborately equipped facia panel. The steering earns special praise. It is extraordinarily light for a car of this size, but requires only three and a half turns from lock to lock. A recirculating ball steering gear is used and the linkage has a hydraulic damper which prevents all road shock being transmitted back to the wheel but preserves the feel of the road and an adequate amount of castor action. The behaviour at high speeds on the open road is beyond criticism, yet the car is easy to park and can be forced along over twisting mountain roads with less effort than is needed for many small vehicles.

The suspension and handling qualities offer a combination of riding comfort, stability and safety which reaches the pinnacle of current achievement. The upholstery, with rubberized hair overlays on interlocking spring cases, may appear a little firm to those accustomed to foam rubber, but it supplies the support necessary on a car with such extraordinary cornering capabilities and no fatigue is experienced after a long day's travelling. The ride is soft enough for the most fastidious passenger, but is very well damped, and there is no sensation of roll, even when travelling really fast over winding roads. Sound insulation is most effective, and the occupants are not made aware of changes in road surface either by roughness in the ride or by marked changes in the noise level. When cruising at speeds up to 70 m.p.h. there is practically no noise except the whisper of wind and tyres. At 80 m.p.h. the wind noise increases, but it is possible to carry on normal conversation or enjoy the excellent radio at speeds up to over 90 m.p.h. However fast the corners are taken, the tyres hardly even squeal. There is no noticeable tendency to understeer or oversteer; if forced to the limit, the rear end will begin to slide, but in a way which is instantly controllable by a flick of the wheel.

In searching conscientiously for something to criticize, one might remark on a slight high-speed vibration period, but as this seems to occur at nearly 100 m.p.h. it is not likely to mar the pleasure of most users. On slimy surfaces or on wet tramlines, the experienced driver will have to search hard for a parallel to the sure-footed disdain with which the Mercedes-Benz maintains its cruising speed.

When heavy loads of passengers and luggage are being carried, a switch on the facia operates a servo motor which

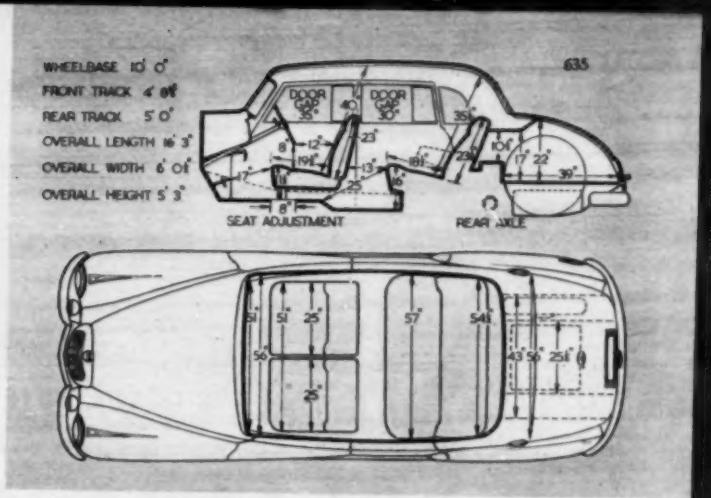


Doors open wide, revealing big, deep seats upholstered in cloth. Front seat back rests are adjusted for angle by a hand wheel at the side. All doors carry arm rests and there is a central arm rest at the rear. Elaborate facia equipment includes heater nozzles to demist both windscreen and side windows. Below is shown one of the containers in the front doors, which supplement the big lockable glove box in the facia.





A wide lid on counterbalanced hinges covers a capacious luggage locker in which provision is made for carrying two spare wheels. Use of coil spring rear suspension and cruciform frame increases the space available.



Measurements in these $\frac{1}{8}$in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

brings auxiliary torsion bars into action in the rear suspension. These are not required for normal loads of up to four people, and indeed they slightly impair the exceptional cornering powers if used with a light load, as they force the rear wheels to adopt a slight positive camber.

This is a car which has no natural cruising speed. It is designed to sustain anything up to its maximum speed as long as road conditions permit, and in the course of the test it was run continuously for 30 or 40 miles at a time at speeds between 80 and 95 m.p.h., with frequent bursts of 100 m.p.h., without any adverse indications in operating temperatures or pressures. Deep water jackets, thermostatically controlled oil cooling, copper-lead bearings and a hardened crankshaft are among the engine features incorporated to ensure reliable service under prolonged hard use.

Some critics have felt that the braking area available appeared on paper to be small for a car of this weight and commanding performance. During the road test carried out by *The Autocar*, extending over some 500 miles of fast motoring, no cause for this criticism could be found. Indeed, the brakes three times recorded one hundred per cent efficiency on the meter, the third occasion being the tenth in a long series of "crash" stops, the average results of which are recorded in the tabulations. The brakes were subsequently used hard in high-speed main road motoring and deliberately abused on a mountain descent without producing fade. These are remarkable results and need no apology. Moreover, the brakes proved unusually safe when used hard on treacherous surfaces. Moderately heavy pedal pressures proved desirable in stopping from high speeds, but gave no advantage at low speeds, and excessive pressure locked the rear wheels.

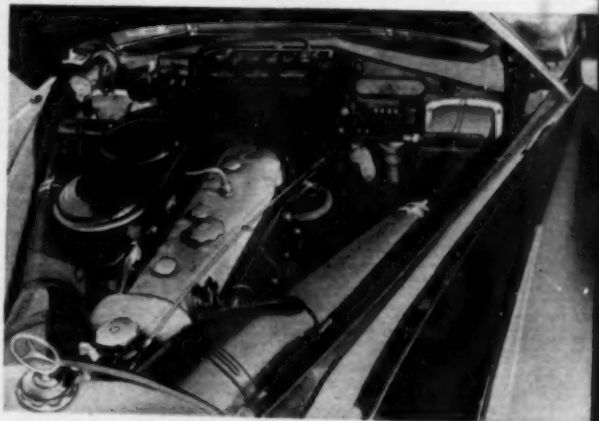
In every detail of finish and equipment the car gives evidence of quality. The doors close easily with the smooth click of special locks which are mounted in rubber. Facia and window fillets are in polished wood and the equipment is so full that it can be reviewed only briefly. The horn ring can be turned to operate the flashing direction indicators and a tell-tale light on the facia tells the driver when they are operating. A switch under the facia brings in a third horn to supplement the usual pair for really fast motoring. There are four ashtrays, two on the facia and one on each rear door, which empty themselves into a lower container each time they are used, and the facia carries a cigar lighter.

Lubrication of the chassis, including the centre bearing on the divided propeller-shaft, is attended to by a one-shot system operated by pedal. The heating and ventilating system is unusually complete. Fresh air intakes above the radiator supply ducts leading to two heat exchangers on the scuttle and selectors on the facia enable warm or cold air to be directed to the screen, the side windows, or the feet of the passengers as required, with a fan for use when the car is stationary. The radio installation has two loud speakers in front and a further two can be switched on in the rear when required. Other items include an accessible fuel tap with reserve position, rheostat control for facia lighting, electric clock, screen spray, prismatic anti-dazzle mirror, and a combined ignition and steering lock. A lock is also provided for the doors covering the fuel filler. There are unusual ventilating panels on the doors, which hinge inwards, preventing draughts when the main windows are open. The big head lamps give an excellent beam, adequate for travel up to about 80 m.p.h.

Apart from the large luggage space at the rear, provision for small packages includes a lockable glove box, large containers in the front doors, and a big shelf behind the rear seats. An interesting item of interior equipment is a rail over the doors which can be used as a hand grip by the passengers when the car is cornering very fast, but also carries small coat hooks, which are a boon in hot climates.

The Type 300 Mercedes-Benz is clearly a very strong competitor for the favour of the most discerning international buyers, to whom it will appeal because of its performance, detail finish and equipment. It maintains a high general level of excellence and embodies new technical developments, particularly in suspension and steering, which show clear advantages in comfort, stability and safety.

Distributor and oil filler are accessible on the six-cylinder overhead camshaft engine. The radiator filler is between the twin air trunks for the heater system, the external filler being a dummy. Other items visible are the screenwiper motor, screen spray, fuse boxes and reservoir for one-shot chassis lubrication.



HEAT WAVE RALLY



Climbing Wrynose Pass in formation : the M.G. of A. Burnley and M. A. H. Bates, a Dellow (W. S. Underwood), and J. N. Prest's M.G.



The winner of the principal award—K. Bancroft (Morgan Plus Four)—and (below) a class winner in the *concours d'élégance*, Lt. Col. N. P. Burrows' Healey, which has an Elliot body.



Nearly 300 Starters for a Glorious Day's Sport in the Lake District

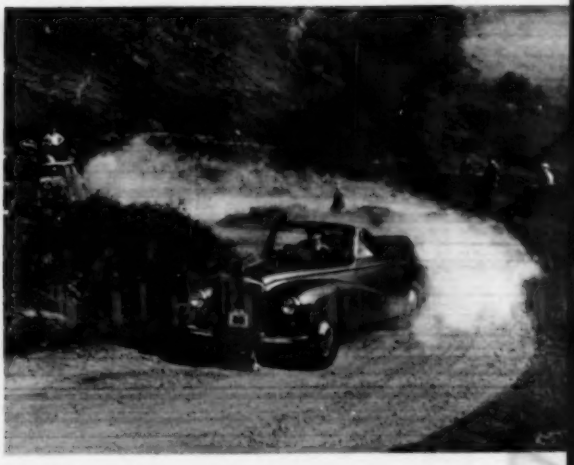
THERE are times when steepness is a lesser evil in a hill than length, and the week-end of the Lancashire Automobile Club's Morecambe National Jubilee Rally was one of them. It fell during the heat wave, on May 16–18, and during a glorious day's motoring in the Lake District the only troubles that were at all widespread were boiling and petrol system vapour locks on the long ascents of the passes in the heat, in some cases with following winds. These troubles were causing embarrassment more often than failures.

Nearly 300 starters from London, Glasgow, Birmingham, Bristol, Leeds, Manchester and Whalley converged on a common control at Higher Hodder, after approach runs, selecting their own routes. There was an arrival test at Morecambe, and the plan of progressive arrivals at the final control before this test worked well. The test was a simple one, centring mainly on brake efficiency. The day had been one of plain motoring for the most part—except for the crew of a Minx which overturned after a control without damage to its occupants.

As the spaced cavalcade wound off to the Lake District on Saturday a haze of heat hung over the distances, though not dense enough completely to spoil the fine views, and there was a cloudless sky. From the flatter lands Tow Top hill, an observed section, climbed steeply with many bends. But there were few hold-ups. One was caused by a Jaguar which was fortunate enough to lose a wheel through half-shaft failure—fortunate, because it appeared that the shaft had been partly fractured a time ago and was "waiting to go." On the steep hill the car's stop was instant and harmless.

The following part of the run led through rich pastures dotted with the old English hardwood trees, with the oaks in their early green and the chestnuts in flower, while the great bare shoulders of the fells rose up from the valleys. The road through the Kirkstone Pass led to the Kirkstone Pass Inn at the top, where there was excellent refreshment and a halt which enabled officials to sort and space entrants. The rally was running in admirably good order, and no wonder; for the officials had command, when





At the Windermere halt, with an official despatching a competitor. Right : Fast and neat work round the dusty bends of Tow Top by A. D. MacKay (Sunbeam-Talbot).

necessary, of that Lancashire speech in which a statement can be dropped so flatly that there is no prising it up again with a crowbar.

A run through Ambleside and the valleys led to a steep climb, not such as to cause difficulty with overheating, up to Blea Tarn, with a little view forward of the tarn, sparkling in the sun, and a fine view backwards over the valley to the Langdale peaks, rising steeply. A lonely spot, from which only a schedule to keep could tear anyone away. Such a rally takes ordinary motorists to such spots, on a route chosen by experts, and with fellow-competitors to help if anything goes wrong ; and they see places to which they might, solo and unguided, hesitate to penetrate, or fail to find. Many competitors confessed unashamedly to this motive and had no expectation of an award.

Wrynose

Wrynose Pass was the next notable stretch. It is well graded and well surfaced, but a long climb. Here, however, the wind was in the face and helped with cooling. A few clouds had been formed by the hills, but it seemed as hot as ever. There was a restart test high up on Wrynose. Shortly, those with their mind on scenery rather than silverware were delighted by the beautiful Duddon valley, with its green flat floor and rocky little river, and the hills walling it in, and later could enjoy the run along the road which keeps for miles along the lake of Coniston. At Coniston two keener crews amused the villagers when they stopped to remedy a flaw in their organization ; they were, they explained, not quite sure of the exact location of the secret check ! But these, perhaps, were officials.

At the Lake Side Hotel on Windermere there was a rest halt with a minimum duration of 45 minutes, very pleasant for drivers and very useful to officials. It was noticed at this quite late stage of the long day's run how little bunching of cars there was, and how closely numerical order was obtaining. Indeed, a field of nearly 300 cars makes this as necessary as it is desirable.

Later numbers here had the pleasure of seeing a real touch of local colour in the sudden appearance at the other side of the lake of a pack of amphibious hounds.

After further wanderings, and a second climb of Tow Top Hill, the rally left the Lake District and, with a day's mileage of over 130 on the speedometer, returned to Morecambe and the final test on the promenade before large crowds. This test involved a fast wiggle-woggle through pylons ; an end hairpin (where the promenade grew very slippery and a drift of black tyre dust accumulated) ; a return through the pylons ; a reverse and restart ; and a sprint back to a crash stop. Here Ken Bancroft with his Plus Four Morgan was not only the fastest but also, it was agreed, among the most polished, and he set the seal on his good driving through the day with the premier award, which thus went, as was proper, to a good, roadworthy sports car.

The rally was rounded out with a very pleasant Mayoral reception on the Friday and a *concours d'élégance* on Sunday morning. The former was supported massively and the latter more sparsely ; but it drew a big crowd. Though it needs a variety of specialized coachwork to lend connoisseur interest to such an event, the standard cars in this one were sparklingly turned out and made a brave show. Morecambe itself is a pleasant resort with good food and, at low tide, a fantastic acreage of beach ; it made a splendid rally centre, and the lake land is unsurpassable.

PROVISIONAL RESULTS

Morecambe and Heysham Challenge Trophy and Morecambe and Lancaster Trophy, Morgan Plus Four (K. Bancroft); **Carnival Committee Challenge Shield,** Standard (J. C. Wallwork). **Starting Control Prizes** (best from each starting point), M.G. (R. Sidwell) M.G. (T. Cunane); Austin (J. P. Boardman). Hillman (R. Walshaw), Dellow (C. R. Hardman). H.R.G. (A. Gordon), Sunbeam-Talbot (C. B. Offley); **Ladies' Prize,** Jaguar XK120 (Mrs. Pat Appleyard); **Old Favourites Prize,** Riley (J. V. H. Holt); **Turner Challenge Trophy,** E. Grantham (Jaguar); **Town Prize,** B.A.R.C. (H. C. Mason, M. G. Wilson, B. J. Haley, all with M.G.s); **Class Award winners,** M.G. (R. A. Gouldbourn), Morgan (F. B. Reece), Jaguar (J. H. Cunningham), Austin (A. H. Senior), Healey (P. M. Marsh), Humber (M. Tee), K.B.O. Special (D. Ogden), Morris (B. B. Davies), Tanner Special (T. A. P. Tanner).

Concours d'Elegance Class Winners: Aston Martin (D. A. Hirst), Bentley (E. S. Sneath), Austin (J. G. Joseph), Marauder (B. N. Willmot), Morris (A. E. Westbrook), Riley (R. A. Newsum), Healey (Lt.-Col. H. F. Burrows), Sunbeam-Talbot (R. A. Gaunt), Bentley (C. W. Whiteley).

A. H. McGrady (M.G.) forces it round the top hairpin in the final tests on the promenade.



Accessories



A saloon top for Morris Minors. It is almost impossible to distinguish it from the normal saloon version.

TOURER TO SALOON

FOR those who have taken delivery of a Morris Minor tourer although they would have preferred a saloon, or who have been influenced by the British climate into changing their minds about open cars, a saloon conversion is available. It consists of a roof and back panel unit, made of heavy gauge aluminium, with guttering at the edges and with substantial sealing at the points where the new roof joins the back of the body and the convertible-type top screen rail of a Minor tourer. The inside of the roof has the appearance of fawn suede, and the outside is cellulosed to match the rest of the car.

The makers are Airflow Streamlines, Ltd., Main Road, Far Cotton, Northampton, and the conversion is stated to take seven days at their works. At present, conversion within the standard price of £85 applies only to 1949 models onwards.

ROUGH LEATHER

WHEN real leather upholstery is slightly mellowed, worn and discoloured, the appearance is not displeasing; when parts have worn rough, however, surface improvement may be considered. The makers of Leathercoat, J. Wiseman and Co., Ltd., 100, Blackstock Road, London, N.4, have published a leaflet describing the use of this preparation for filling and resurfacing such rough spots, as a part of painting the whole article. Leathercoat costs 6s 3d for a half pint and 12s a pint. Its use in resurfacing leathercloth was described in *The Autocar* of May 2, 1952.

SCANDINAVIAN SIGNAL

IN Scandinavia, as elsewhere on the Continent, traffic indicators take the form of winking lights, but they are often different in being mounted as a single unit in the centre of the roof. Units of this kind are being imported from Sweden by the East Sea Trading Co., Ltd., 5, Craven Way, Kingsway, London, W.C.2.

The Fixlight indicator is of T-shape with special bulbs at each end of the T behind semi-circular amber plastic lenses. When a turn is being signalled a bulb occults (that is, flashes at regular intervals) and a blue central light burns steadily; the central light is necessary to make it clear which signal light, port or starboard, is working, in view of the mounting of the device at the central point of the roof.

The brightness and the winking of the light, the visibility of the signal from all round the car and also its oddity (to English eyes), cause it to be most successful in catching the attention of other road users. But it does not have the *official* standing of a Trafficator in this country (it tends to disquiet some lawless road users, who slow to a cautious 30 m.p.h.—others seem to think that the user is a fire chief!). Road users generally seem to understand it perfectly well.

The facia control is a cream plastic switch with an automatic clockwork occulting and self-cancelling action, and there is a facia warning light. Complete outfits, with wiring, cost £6 12s 6d.

Both the construction and the finish of the Fixlight that was inspected were of excellent quality. The roof unit is finished in black enamel.

BITS AND PIECES

A ROW of jam jars on the shelf is the traditional provision of the amateur workshop for nuts, screws and so on. A refinement of this is the new Whirlaway Handyman Set (Cyril E. Rose, Abbot's Brook Estate, Bourne End, Buckinghamshire). In this, sixteen glass jars are carried on a rotating metal holder, with two mounting brackets. Their screw lids are permanently fastened to the holder, and each jar is unscrewed and removed when its visible contents are required. The inside depth of each jar, about 2¼in, imposes a limit on the contents. When filled, the Whirlaway would require very strong mountings to a shelf or wall, for it would be heavy.

The price is £1 5s 3d and it is sold by general stores.



The contents of each jar of the Whirlaway (for the neat stowage of petty ironmongery) are easily seen.





Left: The roof-mounted Fixlight indicator can be seen from all round the car. Right: Internal arrangement of the signal, showing the semi-circular amber plastic lenses at the ends of the T body and the central blue lamp.

SOMERSET PERFORMANCE!



Acceleration . 0-30 m.p.h. . . . 6.9 secs.

Speed . . . . . 71 m.p.h.

(Figures by kind permission of the "Autocar")

If you'd like to know *all* about the new Austin A40 Somerset there's a full 3-page report in the 18th April issue of the 'Autocar'. Meantime here are a few extracts — showing some of the outstanding features of this remarkable new Austin.

Performance. "The engine is very smooth and silent and there is very little pinking on Pool petrol. Top gear flexibility in traffic conditions is also good."

Handling. "Not only is the Austin of a handy size, it is also very manœuvrable, and the steering is light and positive and has good castor action."

Braking. "Hydraulically operated brakes (with two leading shoes in front) are very powerful even at relatively low pedal pressures."

Passenger room. "In spite of a very adequate amount of space in the front comparment the rear seats are not in any way cramped; in fact there is plenty of room even when the front seat is set fairly well back..."

Fittings and finish. "The interior trim is carried out in a very simple style, yet is neat and effective." And the 'Autocar' concludes with "The A40 is a very practical everyday car. It is well made, robust, and, for its engine size, has an unusual amount of room. It is also very comfortable to drive and to ride in and it does not produce a cramped feeling even after long periods at the wheel."

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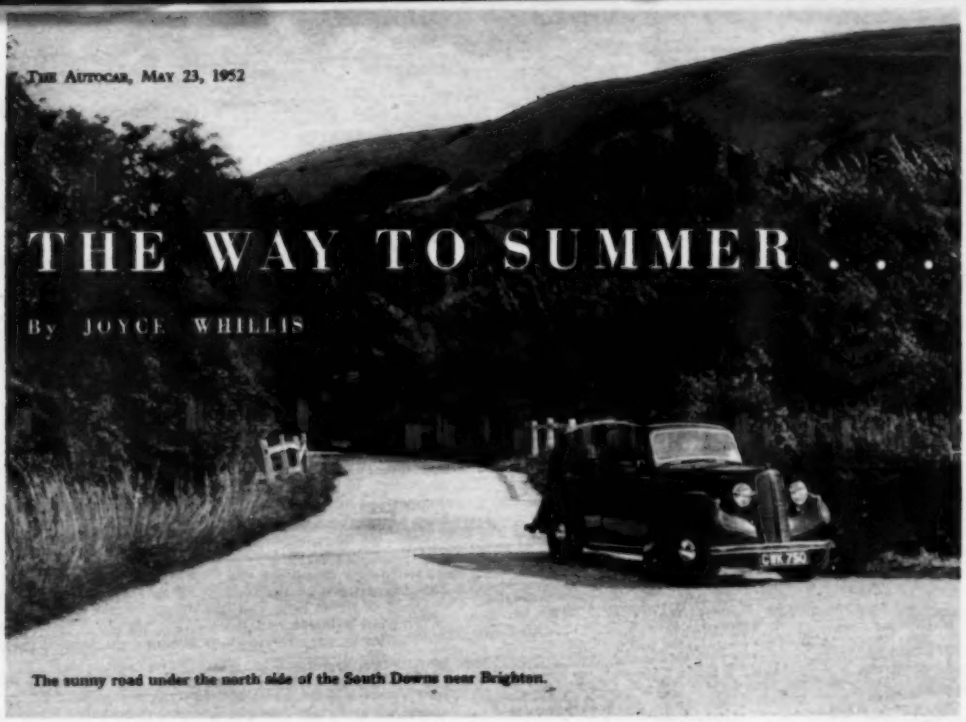
FLEXIBLE CONSTRUCTION FOR ADDED COMFORT

UNIQUE TREAD WITH 'TEETH' TO BITE THE ROAD

NON-STATIC PROPERTIES TO IMPROVE RADIO RECEPTION

THE WAY TO SUMMER . . .

By JOYCE WHILLIS



The sunny road under the north side of the South Downs near Brighton.

From North to South the Route—and Weather, and Scenery—are Very Varied

MICRO-CLIMATOLOGY, the "Met" boys call it, making simple things sound difficult. All it means to you and me is that variation in our weather which permits us to pass from hill snow to valley rain and coastal sunshine in a few hours of easy driving. Micro-climates are the very things that make life in Britain endurable and enjoyable and every year send a few million motorists away from their own local brands of fog and rain, southward towards the warm, the welcome sun.

The way they take is almost always the Great North Road which Sir Walter Scott is credited with describing as the world's dullest but most convenient. So it often is, and the traffic pours into it, pulsing down the artery and gaining volume at every junction. Yet, from the point of sunward travellers it is not the most convenient. The North Road lies too far to the east to serve all and London has to be negotiated before one can go on one's way to the sun. London is the worst obstacle in the race. For we mere provincials the very name holds terrors compounded of unfamiliarity, by-passes and a legendary rule reputed to prohibit stopping even to ask directions from people who are inevitably strangers there themselves. No, better by far to take the varied way and skim the cream from England's scenery without metropolitan alarums.

Tenacious Winter

To do so was the broad intention when we packed in a flurry that left no time for hearing the weather forecast. The last look round was depressing: leafless ash trees, late daffodils still standing, few tulips to give to the neighbours. Over a dismally early breakfast we speculated on the need for overcoats and some pessimist recalled that it had snowed last week. The east wind bit as we loaded the car and started the wipers against the north's curse, sea mist.

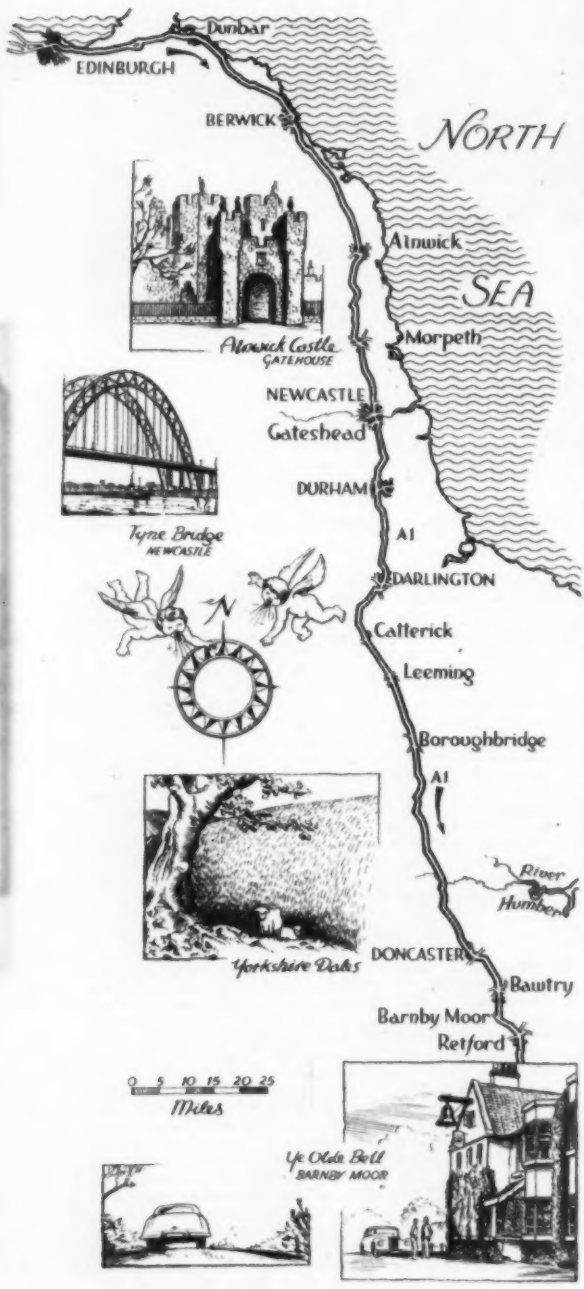
The Great North Road comes rolling across the Border, side-swipes Berwick, the coast, and dips over the Lion Bridge at Alnwick; then up past the barbican gate with its iron figures which legend says are waiting to revolve if ever a Scotsman passes going home (Scots are at liberty to test this). It plunges past Morpeth and into Newcastle, across the vast span of the Tyne bridge and up the hill through Gateshead on broad and modernized sweeps towards Darlington. Where our particular blood vessel joined the arterial road the Novemberish mist still hung over leafless hedges and the morning traffic was thin.

Even a child could navigate this northern stretch of A1 where it marches past Aycliffe, the little village suddenly almost as famous as Stevenage, through Darlington, and Scotch Corner where many roads are swallowed at the merry-go-round. At this hour even the great new hotel was deserted; so, too, was Catterick, then Leeming Bar came up and the foot went down on that long straight stretch. There was the usual wait at the level crossing which makes nonsense of previous haste and once more we contemplated the initials of a famous brand of pie and sausage. At Boroughbridge there was not even the lure of the Three Arrows and coffee—it was too early. The mist stayed behind near the coast and we agreed that, after all, it was a good day—grey, without glare, and not too warm.

Enter the Spring

Before Doncaster the hedges were green and there was blossom flecking the gardens. Yorkshire under a smoky sky seemed poised in the stillness of a spring morning when sun would send the tide of blossom washing into the farthest corners of the Dales. Doncaster itself was astir now and a small man in a small, fabric-bodied 1930 Rover cut across our bows, stalling the traffic in both directions; but he was only a minor incident. There was still time to contemplate with pleasure the old houses on the right before the race-course. It was empty even of the pampered descendants of the original contestants who raced here in 1615, and we pressed on for Bawtry in the thunder of morning traffic. The Bell at Barnby had the usual assembly of cars outside, as befitted the half-way mark on the course from Edinburgh to London. It is one of the old stage-coach inns. Though the railway killed its coaching trade and made it for sixty years a farmhouse, the internal combustion engine has put it more than ever on the map as a place for quenching the thirst of more than Bonny Black Bess, that steed once

THE WAY TO SUMMER . . . . . continued



described as holding an all-horse record low for mileage per gallon.

East Retford and Tuxford were rose-pink islands in a sea of blossom over which the lapwings skirled their spring songs. In the interests of speed we had sacrificed the leafier way through the Dukeries but with the mounting day it was time to part from A1. From this point on the already formidable assortment of vehicles would grow even worse. We had no desire to continue with the cavalcade of dismembered aircraft on unpassable trailers, equally lengthy transport which the cab doors proclaimed as the property of the Chief Engineer, G.P.O. (he can have it), and odorous fish-manure lorries surrounded by lesser fry. At Newark we picked up A46, the Six Hills road to Leicester, blessing the Romans who knew how arterial roads should be constructed. The countryside was green and the instruments reassured us that it was the air, not the engine, growing warmer. The grey cloud cracked apart showing enough blue to mend a Dutchman's breeches.

Leicester on a Sunday is comparatively navigable. It is said also that a by-pass exists but, owing to faulty navigation, we had never found the official way round, although as the only major town on the road to the sun it was worth trying to avoid it. This time, though, we succeeded where a score of previous failures had led us into the city, and slowed the chariot in time to turn left between the terrace houses into Marfitt Street.

Marfitt Street became Gipsy Lane and we turned right into Victoria Road East; just beyond the railway bridge a sharp left and right brought us into St. Barnabas Road and the long stretch of East Park Road. It went on so long that the driver became convinced that we were heading for Dover, Calais or indeed anywhere but our destination. So, privately, was the navigator, but my reputation was redeemed when we reached the T-crossing and turned right, left, right to cross the London Road and pick up University Road: Lancaster Road brought us to five road ends and another left turn into Aylestone Road. By a combination of good luck and sharp eyesight our course round the official—or unofficial—by-pass had brought us exactly where we wanted to be, on to A426 and the way to Lutterworth.

Past Savours

Lutterworth is the home ground of Wycliffe and it claims relics of his residence there. To us it is more memorable for the old, sloping floors of bedrooms at the Denbigh Arms, which supplied succulent cutlets, a truly Continental omelette and water which frosted the glasses, all at an improbably late and weary hour many years ago. The sun had fairly come through now and was sinking low on the starboard beam as we rolled through the village, past Rugby and Dunchurch on to B4100 to Southam. It is all pretty country this, quiet villages looking like the American tourists' dream of England—and Arden is not far away in this lush green shire where the trees were already weighted with their summer foliage.

Between hedges sewn with stitchwort we came to Banbury and the Cross, renewed since our killjoy Puritan forefathers uprooted it, the fine ladies this time without bells on their toes but riding easily behind eighteen maroon horses. And without so much as pausing to buy a Banbury cake—the shops were closed anyway—we swept up the hill towards Adderbury and A423 with Oxford looming near.

Lilac drooped purple shadows over the gardens of Somertown as we ran into Oxford and the evening was drawing on. There was that indefinable, intangible smell known to all lovers of the city of lost causes, a compound of meadows, lilac, learning and collegiate dinners mingled with the less fragrant odours of undergraduates' sports cars as we came to the breadths of St. Giles; crossed it, and ducked under the shadow of the Ashmolean dead on time. We dined amid the splendours of coats-of-arms, and afterwards Oxford pigeons, like Gilbertian policeman, surveyed us with a sardonic eye. It was so mild in Oxford that the midges by the river drove away belated leg-stretchers in the twilight.

The morning sky was that hazed grey-blue that betokens heat to come and at the same hour as we had shivered on the previous morning, women with little baskets on the handlebars of their bicycles rode coatless through the streets. The city of bicycles and bells combined the two in a farewell as we crossed the bridge and wound up Hinksey Hill on A34, the Abingdon road.

Abingdon and a morass of vehicles took us through the Vineyard—I have always wondered if there is somewhere an actual vine, or if, like Scotland Yard, the contents are other than the label indicates—eventually to the Drayton road. At that point we found ourselves involved in a slow and frustrating convoy of R.A.F. trailers which progressed nose to tail in the manner of circus pachyderms. It was about six miles, though it smelt like sixty, before we shook them off and won a place at the head of the queue before the Rowstock cross roads, where the cherry orchard this time sold us no cherries. Lifting up the narrow heights of the downland road we were glad enough to be free on a comparatively deserted way. Where A34 undulates between the rounded sweeps of grass and the sheep, and the larks rise into a clearing morning sky, there is no width for games with Service convoys. The old Icknield Way crosses the road somewhere up here and it was somewhere in that area, too, that we first saw the green-blue sea tint of the sky ahead. It is curious that the tint is visible so far away; I have seen it sometimes when the sea is no more than a pebble-throw away, and sometimes, in a good light, eighty miles from the coast. Whenever it comes, to find that changing colour is a quickening of promise for sunward-bound travellers who have been too long deprived of the coast in the close Midland air.

The Old Capital

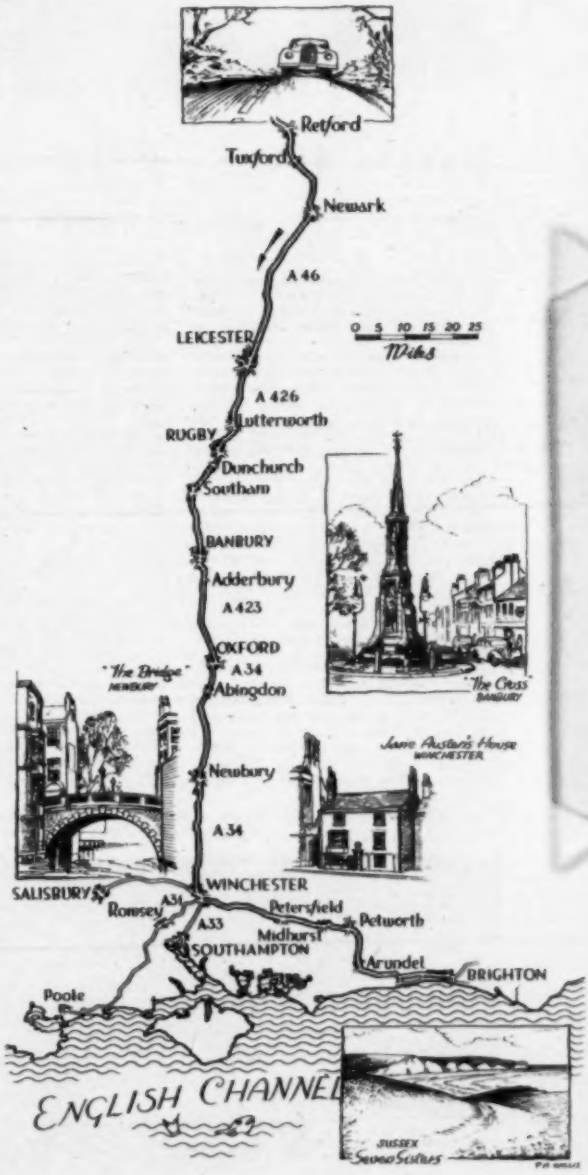
Lured by the compass course of noonday sun we dropped through Donnington and Newbury, picked up A34 again and in the fullness of time came to Winchester, on a sunny morning. There is a by-pass to the old capital and even going through the centre theoretically ought not to be difficult. The road from Andover wriggles slightly right into Jewry Street, where the houses seem to lean together to haggle above the traffic, wriggles left again into Southgate and that is all. In practice, experience has taught us that a steam wagon or Army five-tonner or pantechnicon ahead of us usually fails to make the turn into Southgate and there is ample time to survey the engine-heated charms of the streets—for which we may be grateful for the by-pass.

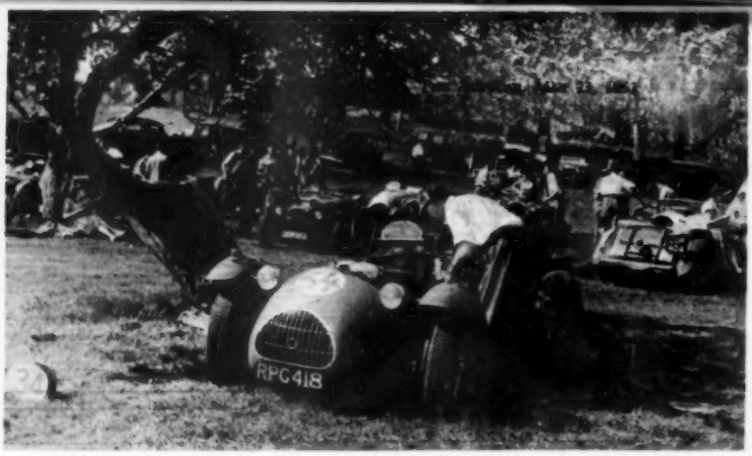
On the other hand, you can park somewhere, knowing that the coast is comfortably close, and explore Winchester. It has a formidable list of Objects of Interest about which guidebooks are explicit, ranging from the Butter Cross to the great Cathedral itself, the longest in Europe and—I believe—with the longest nave in England. The Hospital of St. Cross is only a mile away and Winchester itself is full of quiet streets where the grass grows through the paving and one may discover in the backwaters peacefully domestic treasure such as the house where Jane Austen lay for a short time during her last illness.

Radiant

Winchester is well placed as a capital, there in the centre of southern England. One may go many ways from that gateway to the coast. The Romsey road, A31, leads off towards all the south and west; A33 goes to Southampton and a short way down it A333 forks off through the country of leafy New Forest and—eventually—wayside strawberries of incredible succulence—to Botley, Fareham and Portsmouth or the sailing dinghies of the coastal creeks. Or again, by edging round the margin of the city instead of through its heart, one can pick up the Petersfield road, A272, and strike away over the Downs to Petersfield and Midhurst into the green depths of Sussex.

Our way led down from the hills to Sussex. I hear that southerners are even a little blasé about Sussex but after the strong and often stark lines of the chill north it is a frothy confection topped with a meringue of hedge-parsley tall along the roadsides. For an hour or two we had been catching that *essence de Southdown bus* which discriminating noses recognize as distinctively southern. Now, Sussex in the full, the almost incredible green beauty of late spring burst upon us. Shadows were thick and black from the full-leafed trees. Roses there were, in such plenty that they came spilling over the pavements unfenced. With a leap-year calendar's score of miles on the clock we dropped below the screening Downs to the white cliffs, blue sea and warm sun of coastal summer.





Putting final touches to their cars in the paddock, competitors were glad of the shady trees. This is the ex-Abecassis Alta of E. P. Scragg, which now has an XK120 engine.

TOO HOT FOR RECORDS

DENIS POORE MAKES F.T.D. AT PRESCOTT

ONE has grown almost to expect the atmosphere of friendly efficiency with which the Prescott meetings are run, but the perfect weather on Saturday was beyond the organizing abilities of even the Bugatti Owners' Club. It was not a day for records, however, as the heat had softened the surface of the hill. Fastest time of the day was recorded by Denis Poore, with the Alfa Romeo, in 45.43s, but this was neither a record for the hill nor for Poore himself.

Lemon Burton opened the proceedings with the ex-Howe Type 57C Bugatti saloon, and the sports car classes followed. The two runs allowed for these classes were completed before the lunch interval.

In class 1 (sports, up to 1,500 c.c. u-s, 1,100 c.c. s), Bert Hadley, of pre-war Austin fame, was fast in his Jowett Jupiter, and A. G. Baker's supercharged PB M.G. provided amazingly high engine revolutions and second fastest time for the class. Best time here was made by G. A. Ruddock's Lester-M.G., scoring a point against the rival Cooper-M.G. of D. F. Ryder. In the next sports class (3,000 u-s, 1,500 s), R. C. Willis' Bristol-engined B.M.W. was far and away the fastest and his time of 48.84s is a class record. The unlimited sports class produced a fastest time by O. Moore, with the two-seater H.W.M., fitted with an XK120 engine bored out to 3.8 litres. E. P. Scragg's very smart Alta, also with a Jaguar engine and reminiscent of a Silverstone Healey in appearance, was second.

The racing cars followed, and were classified according to international formulæ, except for two classes—a handicap for Bugattis of any category or capacity (class 9), and an event for twin-cylinder cars. Three runs were allowed for the racing cars, and the Bugattis, in class 9, started the afternoon's sport. A. S. Raven was first up the hill, in the ex-Kenneth Bear Type 44—a 2.3-litre chassis, with Type 44 3-litre engine and modified radiator. In class 8 (twin cylinder, over 500 c.c.), second fastest time of the day, and fastest for the class, was returned by Michael Christie in the Cooper-J.A.P. It was in this class that Ken Wharton broke the hill record last September. Air Vice-Marshal D. C. Bennett did extremely well with his run of 48.42s in the Cooper-Vincent.

In class 7 (over 4,500 c.c. u-s, 1,500 s), Denis Poore made his f.t.d. ascent, as so many times, in the very well-known 3.8 Alfa Romeo. His start was magnificent—a burst in first gear, a quick jab into second, and away: between Orchard corner and Pardon hairpin, a long line of smoke from the rear wheels, and out of Pardon beautifully placed for the Esses. In this category, G. Richardson, driving the R.R.A., approached Orchard corner too fast. With all four wheels locked he slid into the sandbank, reversed out and continued up the hill with sand pouring out.

The five-hundreds were out in force for the next class. Clive Lones' Tiger Kitten, the class record holder, was not up to form, though his climbs were very neat indeed. Stirling Moss' first car, the Cooper-J.A.P., was driven by J. W. Burgoyne, and returned a time of 48.52s. Fastest was J. Ebdon (Iota) in 47.04s.

The tea interval came between the second and third runs of the racing classes. During this several drivers were persuaded to talk to the crowds over the public address system; these were John Cobb, Michael Christie, Clive Lones, Miss Haig, Air Vice-Marshal Bennett and Ken Martin, the Australian hill-climb champion. Unfortunately, Martin's Cooper was suffering from clutch slip on both his runs.

The team event, which rounded off the day's sport, should have been a runaway win for Dennis Poore, Michael Christie and C. Heath. Unfortunately, Christie's and Heath's cars were suffering from mechanical troubles and could not compete. The winning team consisted of J. Ebdon (Iota), T. J. Clarke (Cooper-J.A.P.) and Clive Lones (Tiger Kitten), with an aggregate time of 146.53s.

Denis Poore's 3.8-litre Alfa Romeo classically placed as he comes out of Pardon hairpin to face the Esses.



PROVISIONAL RESULTS

Sports cars: Up to 1,500 c.c. u-s, 1,100 s: 1, Lester-M.G. (G. A. Ruddock), 51.20s; 2, M.G. PB (A. G. Baker), 51.63s; 3, Cooper-M.G. (D. F. Ryder), 53.17s. **1,501 to 3,000 u-s, 1,101 to 1,500 s:** 1, B.M.W.-Bristol (R. C. Willis), 48.84s; 2, Frazer-Nash-B.M.W. (A. M. Beardshaw), 51.81s; 3, H.R.G. Spl (W. S. Perkins), 51.85s. **Over 3,000 u-s, 1,500 s:** 1, H.W.M. (O. Moore), 48.11s; 2, Alta-Jaguar (E. P. Scragg), 49.48s; 3, Jaguette (W. Coleman), 49.75s.

Racing cars: Up to 4,500 c.c. u-s, 1,500 s (with four or more cylinders): 1, Bugatti Type 51A (J. Smith), 50.98s; 2, Austin (J. W. Broad), 51.09s; 3, Bugatti Type 44 (A. S. Raven), 52.65s.

Up to 1,500 u-s, 500 s (with four or more cylinders): 1, B.M.W. (R. C. Willis), 49.39s; 2, H.A.R. (H. A. Richards), 50.68s; 3, Bugatti (A. P. Rivers Fletcher), 51.01s.

Up to 500 c.c. u-s: 1, Iota (J. Ebdon), 47.04s; 2, Cooper-J.A.P. (M. C. Kearon), 47.70s; 3, Cooper (T. Leigh), 48.01s.

Over 1,500 u-s, 1,500 s: 1, Alfa Romeo (R. D. Poore), 45.43s; 2, Bugatti Type 35B (P. J. Stubberfield), 47.38s; 3, Goodwin Spl (W. Goodwin), 48.81s.

Over 500 c.c. u-s or s (twin cylinder): 1, Cooper-J.A.P. (M. A. H. Christie), 46.69s; 2, Cooper-J.A.P. (J. D. Barber), 47.76s; 3, Cooper-Vincent (D. C. Bennett), 48.42s.

Handicap for Bugatti cars: 1, Type 37 (R. M. Blondfield), 52.91s (9s handicap); 2, Type 35 (A. F. Rivers Fletcher), 50.58s (5s); 3, Type 35B (P. J. Stubberfield), 47.21 (scratch).

Teams of three cars of any capacity: 1, Iota (J. Ebdon), 47.04s; C.B.P. (T. J. Clarke), 49.64s; Tiger Kitten (C. Lones), 49.05s.

Fastest time of the day: Alfa Romeo (R. D. Poore), 45.43s.

FEBRUARY FROLIC

CROSS-CHANNEL JAUNT TO PARIS

By Douglas Dickens



THE prospect of a week-end in Paris, though it may have lost some of its *fin de siècle* air of naughtiness, had a special attraction for me, who had not broken a *croissant* in the city of light for 14 years. So when the opportunity arose, I was only mildly deterred by the thought of "February fill-dyke." However, as my grandfather used to say, "Never let the weather make your plans"; and Grandpa's advice paid off with five dry days in a row—three of them springlike.

As an economic proposition, a long week-end in Paris may sound a trifle extravagant, but granted that your journey is really necessary, the economics of car travel compare very well with the only practicable alternative, which would be flying. By the special "off-peak" night rates, air fares for three persons would cost £36; or at full rates, £45 18s. Travelling by Vanguard, the comparative cost for three people was £32 10s, including A.A. fees and petrol for the double road distance of 506 miles from London. Added to which we had the use of the car for three full days in Paris, covering 60 miles, which would have set us back no small sum in taxi fares.

Thus Thursday evening saw us dining with our friends of the Café Royal, Dover, who hail from Aquarossa, in Switzerland, and turn out excellent minestrone and other Ticino dishes.

As an introduction to the Continent, it would be hard to better the new arrangement at Dunkirk, whereby you clear the triple formalities of passports, currencies and Customs by passing three little *guichets* without leaving the car. French logic does not see any point in inspecting engine numbers that have just been thoroughly checked on the other side. However much they may tidy up and rebuild the devastated port, I think I shall always lose my way in Dunkirk. This time I followed two other British cars around the railway sidings until we fetched up on the edge of a dock basin; then leading them out of it I took them on another frustrating tour of the sleeping town before finding RN16 alongside the canal.

It was a new experience for us, having two and a half hours of night driving ahead; and with visions of "heavies" bearing down on my white lights and edging me off the road I had bought a pot of Halfords amber shellac to paint my lamp glasses. With some trepidation we tried our English left-handed single-dip on the first lorry met. It worked, the yellow tint, and we were accepted as one of the tribe, a trifle out of adjustment perhaps, but honour was satisfied by the act of dipping, and we had no retaliation at all. Here let me say that night driving in France is infinitely more peaceful than at home, the relative freedom from dazzle being owed less to the yellow bulbs than to the absence of those so-called "pass" lamps, quite unnecessary and often maladjusted, that are such dangerous toys in the hands of little boys of mature ages.

The familiar broken *pavé* of Bergues, Hazebrouck and Béthune evoked the usual crashes and curses; the slag heaps of Noeux-les-Mines were out of sight. We stopped in Arras for a quick coffee. Despite the early hour the café was filled with men fortifying themselves for the horrors of a day's work with snifters of cognac. Grey dawn in Peronne heralded hot *croissants;* and a wakening market in Roye furnished fresh fruit. And so through Senlis and the forest of Chantilly to the bright lights of Le Bourget.

As we entered Paris by the Porte de la Villette, our passenger Chuck took over the navigation; for, like all good

Parisian shopkeeper arranges his display of seafood outside the Jour et Nuit restaurant in the Rue de Berri.



A Vanguard takes its place with the French and American cars parked in the Champs Elysées.



FEBRUARY FROLIC . . . . . continued

Americans, Paris is to him a spiritual home. Or so we were led to believe. Ten minutes later, somewhere in the purlieus of Porte St. Denis, we came to a full stop at a narrow cross-roads. And there we stayed for 25 minutes, all four roads completely jammed with a medley of cars, trucks, and handcarts—the emanations of some market. Priority to traffic on the right? Priority my foot. One must reckon with French individualism, pressing on until baulked, and then closing up any gaps through which it might have been possible to manœuvre. So we waited, adding to our French vocabulary, until a couple of *flics* showed up, brandishing truncheons, and sorted things out. It was rather like trying to take a caravan through Covent Garden at market time.

This lapse apart, we had no trouble at all in finding our way around Paris with a 30-year-old map. Since I was last there one-way streets have increased and this is all to the good, provided that you remember which they are. My first real contact with Paris traffic was in the cut and thrust of the midday rush hour on the Place de la Concorde. This felt rather like being thrown in at the deep end of the baths to learn to swim; but the essential in each case is the same, to keep your head. Brisk the traffic certainly is, though not to the breakneck extent we had expected. Even at the Arc de Triomphe, where twelve roads join, there is little difficulty in riding with the contestants until you find the exit you want.

Keep It Moving

What a sensation it is to drive at a safe 45 m.p.h. up the magnificence of the Champs Elysées: for there is no—repeat no—speed limit in Paris. Which is only one of the reasons why I consider it a far easier and safer city to drive in than London, because the aim is to avoid congestion by keeping traffic circulating quickly. The standard of driving skill is high; audible warning of overtaking is required and given; crown-of-the-road huggers are scarce; and unilateral parking is the general rule. Incidentally, when I asked the *concierge* if I could safely leave the Vanguard in the street at night without lights (all the other cars had miniature parking lights), he said, "You are English? *Eh bien, alors.*"

Now the franc may totter, governments may fall, but France, after all, produces her own necessities, of which the most important are good food and wine. Butter costs 8s a pound, but is still found in the proper place, i.e., in the cooking pot and sitting in chunks on top of two inches of steak. This perhaps illustrates better than anything the fundamental difference between the English and the French attitude to life. I don't believe it would be possible to get a bad meal in Paris, and if economy is the watchword one can still eat at *prix fixe* from 200 to 500 francs. There are plenty of middle-class restaurants where a really excellent *à la carte* meal of three courses with wine will cost from 500-800 francs. Among those we sampled were Chez Doucet, Avenue Marbeuf; Chez Mercier, Rue Lincoln; and the remarkable new Jour et Nuit, Rue de Berri, which, as its name implies, keeps its *cuisine soignée* on tap all round the clock. Very modern, in an air-conditioned basement, it is crowded and noisy: no place for a leisurely *tête-à-tête*, but a most interesting place to sit and watch the world eating—well. These three, like many restaurants in the Étoile district, have a display of sea food on stalls outside, and you can choose your sea urchins, clams, oysters or snails as you enter.

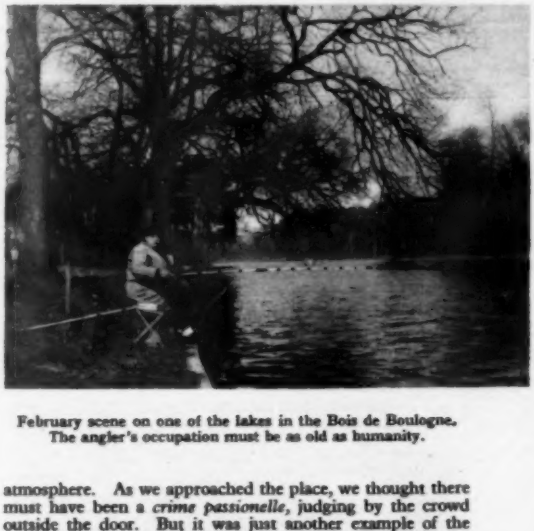
Poor Relations

What to do in Paris is a matter for every man to decide for himself. Recognized night clubs are apt to be beyond the reach of English tourists this year, but there are some small bars where one may enjoy entertainment of various types for the somewhat enhanced price of a drink. The one we chose, l'Abbaye, in Rue l'Abbaye, by St. Germain des Prés, was something "off-beat"; not so much French as Bohemian in atmosphere. As we approached the place, we thought there must have been a *crime passionelle*, judging by the crowd outside the door. But it was just another example of the old maxim that if you make a better mousetrap than your neighbour, the world will make a track to your door. Getting inside was like boarding the Central London tube at rush hour, and drinks were passed from hand to hand over the heads of the people. The attraction? Two Americans, Gordon Heath and Lee Payant, who sing folk songs in English, French, American and Irish, to their own guitar accompaniment. Not everybody's meat, I agree, but it held us spellbound until the party broke up at 1.30 a.m.

Three days went in the wink of a Parisienne's eyelash, and the time came to put Chuck and his 75 lb pack on the Orient Express, bound for the snows of Jugoslavia; and to return ourselves to the welcoming arms of a real English fog. Despite which, we were on the office doorstep at 9 a.m. sharp. The week-end had been stimulating, and, with the near-empty roads of northern France, rather less strenuous than a comparable distance in Britain. It proved the convenience and economy of personal transport, and with the dual use of the night ferry, wasted no time at all.



A bronze statue of Joan of Arc faces the fashionable Rue de Rivoli. Many streets in this district are lined with arcades.

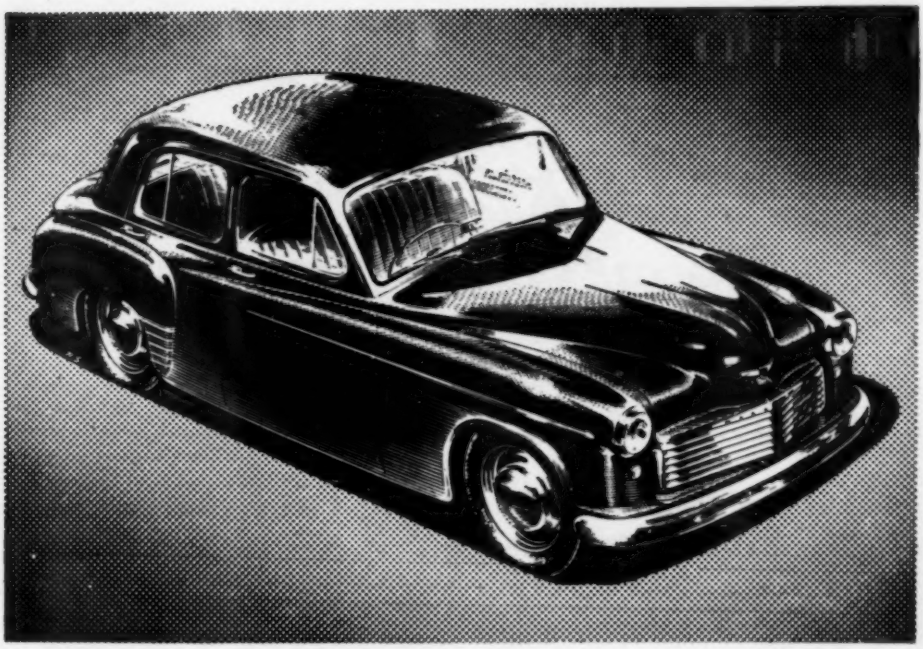


February scene on one of the lakes in the Bois de Boulogne. The angler's occupation must be as old as humanity.

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A Jowett Javelin beside the King's Fountain of Holyrood House, Edinburgh. (See letter 64200).

CORRESPONDENCE

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ROYAL FOUNTAIN

And a Note on Edinburgh's Glories

[64200.]—During a recent and extremely interesting visit to Edinburgh's Palace of Holyrood House, where the Queen will be in residence in the near future, I photographed the Javelin parked in the forecourt. The fountain by which it stands is a copy of James V's "King's Fountain" at the Palace of Linlithgow, and was erected by Queen Victoria in 1861.

Leading to the Abbey and Palace of Holyrood House is the historical and fascinating "Royal Mile" from the Castle, and although to visit the Palace alone would be well worth one's while, the added attraction of this main street of Edinburgh's Old Town, which seems to have some historical association every other yard, doubles the value of the visit.

Prestwich, Lancashire. HAZEL OWEN.

SECOND-HAND PRICES

The Price Mechanism Takes Over

[64201.]—I was very interested in letter [64160] about second-hand car prices. As a very keen lay observer I can confirm Mr. E. Morris' observations. I recently had to sell my 1950 A.70 and found that, whereas about two months ago I would have not had the slightest difficulty in getting £1,100 for it, I had the utmost difficulty in disposing of it at all.

I consider that the Covenant is now obsolete and that the sooner it is done away with the better. Quite obviously, now that cars a year or two old are getting prices only less than their purchase price, the purchase of new cars for the purpose of speculation will automatically cease. In other words, a free market where the ordinary laws of supply and demand obtain can now operate.

Birmingham. G. JACOBS.

HIGHEST ROAD

Was the Pic Veleta Tunnel Ever Open?

[64202.]—My wife and I were greatly interested in the article by Michael Collier, "The Veleta Vanquished," which appeared in your issue of February 29.

Twenty years ago, almost to a week of his venture, we undertook a similar journey, in snow and in an Austin Seven, as far as the tunnel which, as far as we can remember, was also blocked then! So typically Spanish *mañana por la mañana* as far as repairs went.

We stuck in the snow on the summit and I had to get out and lift the Austin Seven in order to turn the bonnet towards civilization. E. N. DEMPSTER (H.M. Consul).

Rosario, Argentina.

SAFETY GLASS

Promising New Processes in Manufacture

[64203.]—May I be allowed to add a few words to the article on safety glass which appeared in the May 2 issue? You are right in saying that the subject is very controversial and I agree entirely with your statement that it is for the consumer to give his verdict. However, as one who has specialized in these matters and whose processes—or improvements—are being worked on at present by different concerns, I cannot fail to think that some further information should be given to enlighten your readers.

First, I do not think you are quite fair to our American friends in saying that the general acceptance of laminated safety glass in the U.S.A. has been influenced by political lobbying. The American standards have been arrived at after a considerable number of tests of all descriptions spread over a great number of years and it can certainly be said that in no other country has so much scientific research been done in this respect. For instance, the Americans were the first to impose low temperature tests, and you will realize the importance of the fact. However, if the Americans prefer the

CORRESPONDENCE . . . . . continued

laminated all round—and not only for screens—it is their business, and that is no reason to proclaim that toughened glass is either dangerous or unsuitable. You do not mention the fact that a new toughening process has been brought out lately by which a small section of the screen in front of the driver is toughened at a temperature different from that of the remaining surface. In one of the two portions is struck by a stone—or otherwise damaged—and becomes granulated, the other remains fully transparent. The idea seems very attractive but there are different snags to it which, up till now, prevent its adoption for general use. Other progress in this direction is always possible—and even probable.

I would like to mention likewise that in France a law has been passed (on December 31, 1950) which, without specifically imposing laminated safety glass for the windscreen, requires screens to remain transparent in case of breakage. Following that the U.T.A.C., which is a semi-official body representing the whole of the French industry, has been entrusted by the Government with evolving new standards which should respond to this clause. The U.T.A.C. has published a few weeks ago the results of its tests. It is in the form of a very elaborate report containing dozens of photographs of breakages of all categories of safety glass and makes most interesting reading.

For the laminated glass it can be stated that the now generally accepted use of interlay made of vinyl butyral—instead of cellulose acetate or other materials—has made it possible to manufacture a safety glass showing, in breakage, a very good adherence of the plastic interlay to the glass, and this is true at very low as well as high temperatures. Unfortunately, the butyral plastic foil is procurable only in the U.S.A. and for us Europeans the dollar shortage reduces its use considerably. Other methods are at present in application in some Continental laminated glass factories, which permit the use of vinyl butyral at a greatly reduced dollar expenditure. But to write fully on all these subjects would take considerable space and I wish to terminate this letter by congratulating you for having in your article brought the question of safety glass before the motoring public. C. VEISBLAT.

London, S.W.1

GERMAN CHALLENGE

Where Did the Money Come From?

[64204.]—We are told that the Germans, with typical Teutonic thoroughness, had been practising in Italy for the Mille Miglia for the past two months. The information was also given that one of our own teams had been allowed only sufficient currency for a period of one week.

One is never surprised at any Government in this country biting the hand which feeds it, and the motor industry literally does feed this country, but it is a logical line of thought to inquire how do the Germans do it? Which zone of Germany are Mercedes in [American—ED.], and who let them have the lire?

Incidentally, may I add that, despite my feelings on what Germany has done to the world this century, it is nevertheless good to see this famous *marque* back again and with such beautiful cars? MICHAEL COLLIER.

North Moreton, Berkshire

TIME FOR COMMON SENSE

Release of Cars for the Home Market

[64205.]—Let me say at once that I have no personal axe to grind, as I obtained a new car last year; but, having regard to the facts that we have more or less lost our Canadian export market, more recently the Australian market (our biggest), and now the Indian market, it is surely the Government's business to try to offset this colossal monetary loss by fostering the home market.

Every new car sold on the home market brings a substantial prompt-cash payment to the Treasury—this is further augmented by the Road Fund tax, and still more by the exceedingly heavy petrol tax which all petrol consumers now have to pay.

The despatch bays of most car manufacturers are now so overcrowded that they don't know where to store the constant streams coming off the production line. It is therefore only common sense to take up the revenue offered by the home market while the export channels remain blocked, and, at the same time, clear off most of the delivery arrears in the home market.

However, as always, the terms "common sense" and "Government" are as wide apart in meaning as the poles! Oh, for business men in charge instead of politicians!

Datchet, Buckinghamshire. WM. R. TROUNSON.

LB PER SQ IN

A Designer Dismisses the Gauge

[64206.]—May I express regret at *The Autocar* advocating in its very interesting issue of May 9 the use of an oil pressure gauge on cars? I could understand the need for this instrument if the idea were to provide the driver with a control to regulate oil pressure to ensure at all times that the rubbing surfaces of engine bearings were never in contact with each other or likely to reach a temperature detrimental to the oil and bearing material.

But experience has shown long ago that, provided the lubrication system of an engine has been well designed, all that is necessary to preserve its efficiency is to see that the system and filters are clean and the sump is filled with suitable oil. If my recollection is correct Renault taxis, which were a familiar sight in London before 1914, were supplied without an oil pressure gauge.

In my view the oil gauge had absolutely no practical function to perform and had a number of drawbacks which had to be experienced to be believed. Besides the fact that it was liable to vary in calibration when new or in use and thus was capable of warning the driver of a non-existent danger, it could also leak on one's trousers or even burst; and, on one occasion which I experienced for the one and last time, the connecting oil pipe between engine and gauge broke under the bonnet when I was travelling all out and the warning that something was amiss came from expensive noises.

Thereafter I designed a minimum oil pressure switch which operated an effective warning light under the eyes of the driver and all Talbot cars were so fitted well over 20 years ago.

The result of this move, which I had long delayed in deference to die-hard prejudice, fashion and the need to make an instrument not available on the market, was that the voluminous correspondence on this subject which was then passing between Talbot owners and the service department almost ceased.

GEORGES ROESCH, M.I.Mech.E., M.S.I.A., M.S.A.E.

London, N.W.11.

Superiority of the Gauge

[64207.]—I consider that the omission of an oil pressure gauge is a retrograde step. I watch my oil gauge, and never drive fast until the pressure reaches normal.

For an intelligent driver an ammeter is also a very necessary instrument, far superior to any warning light.

Leicester. C. W. NIXON BERRIDGE.

PRESSURIZED COOLING

A Simple Installation for a Slight Rise

[64208.]—In hot-running engines the simplest form of installing pressurized cooling is first to seal up the vent-hole in the radiator cap, so as to make it quite airtight, and fit a length of suitable rubber tube to the bottom of the overflow pipe.

A pint bottle filled with water is fitted to a convenient place with the top left open.

The other end of the rubber tube is inserted in the bottle to within ½in of the bottom. If the bottle is kept full it will be found, incidentally, that the radiator is kept full to the brim, with no air space left at the top whatever. HARRY TAYLOR.

Salford 6

PETROL COSTS

The Thick Stick is Needed

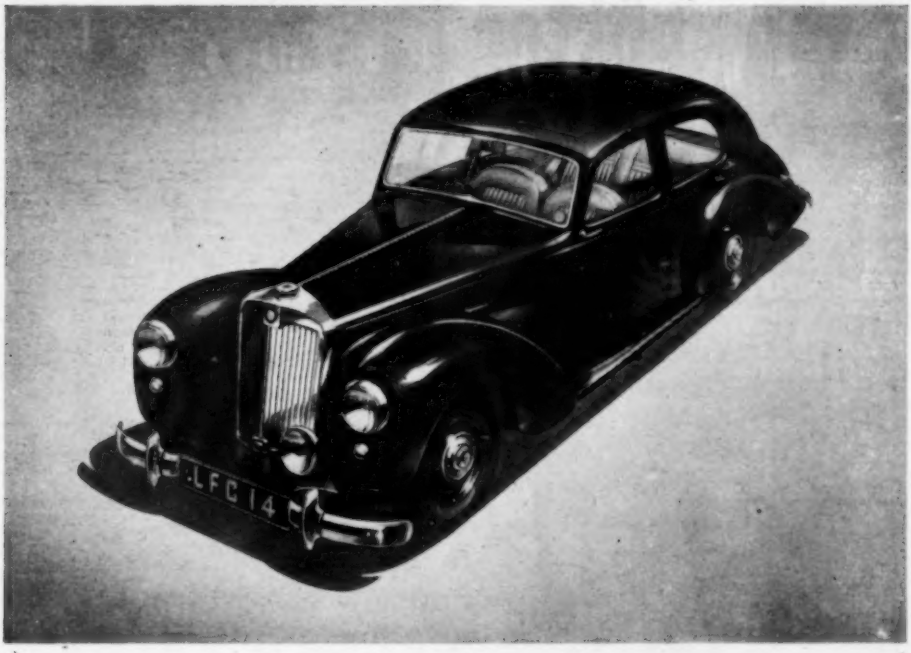
[64209.]—Your statement that if public transport is granted a subsidy *The Autocar* will take a line of firm opposition (May 9) is the most forthright I have seen expressed in your journal. I think it is the least the motorist expects from you, for it is his desire that the associations and the journals catering for motorists speak bluntly to the Chancellor.

In his speech replying to the debate, Mr. Butler was the latest of a long line of Chancellors to indulge in a vicious jibe at those motorists who use their cars during public holidays.

Not until we get a Chancellor to come down from his Olympian heights of lofty disdain of the common motorist will we get justice. Our viewpoint can be understood only by the man who drives his modest car, for Chancellors who ride behind chauffeurs could never sink their mind low enough to understand that holidays are the time for *our* relaxation. W. DELL.

Shirley, Surrey.

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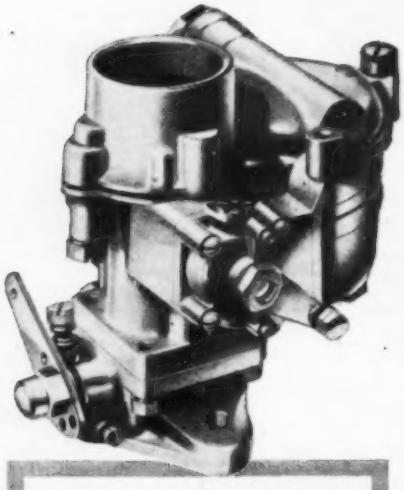
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UNOFFICIAL OFFICIALS

Too Many "Deadheads" at Races?

[64210.]—Most people who are seriously interested in motor racing will agree that there were far too many people on the inside of the course at Silverstone for the *Daily Express* meeting. At one period there must have been nearly three hundred people at Becketts Corner on the *inside* of the track. I saw sweet young things whose dainty hands had never touched a spanner, proudly displaying mechanics' armbands, many more shades of marshal than were necessary or desirable, enough gentlemen of the Press to fill the front page of every local newspaper in the country, and, when every legitimate office had been covered many times over, there were armbands and badges with the captions "Official," "Trade," "Guest," "Privilege," "Member" and "Steward."

If people without definite jobs are to be allowed to clutter up the pit area or wander round the inside of the course merely because they have paid for the privilege, for heaven's sake let them declare it openly instead of masquerading as some form of minor official. Their numbers would presumably be unlimited, so that safety barriers would have to be erected on the inside. Actually, there was a belated attempt to provide a stewards' enclosure but as it was impossible to see the racing from it the area was deserted all day. Surely it would be better for all concerned to restrict the pit passes to those who really have a job to do, and keep the useless ones outside. And just in case this letter may be regarded as a form of sour grapes, I sign myself, ONE OF THE USELESS ONES.

Weedon, Northamptonshire.

STICKERS

In Favour of Public Relations

[64211.]—With reference to your leading article, "Reading Backwards" (May 2), even if you cannot be Solomon, at least let us have all the pros and cons.

One sign of a bad driver is that he is overtaken before he knows anything about it; conversely, a good driver will be prepared for a faster car to come by. There is an in-between class of motorist who studies his rear-view mirror and then takes action to stop being overtaken. I had noticed this particularly when I changed from driving a Morris Eight to a Jaguar and M.G. Nobody seemed to mind the little Morris going by, but on a good many occasions I have been deliberately held up when in the Jaguar. One small saloon succeeded in blocking a three-lane road for about three miles by skilful positioning of itself, the passenger aiding the driver in this manœuvre.

Another method employed is to accelerate hard as the overtaking car comes up.

Because of these curious characteristics, and because I do not wish to mislead other people on the road, I think that some indication that a car is *not* going to accelerate suddenly to a considerable speed is of value; it is particularly useful where the car in front is potentially a fast car.

Maybe I am unnaturally soured by previous experience in this respect, but surely other readers have been troubled by these characters who deserve the blue flag? W. M. B.

Woking, Surrey.

Spoonerisms for the Back Window

[64212.]—We have now heard much about the pros and cons of a rear-window sticker, "Running In, Please Pass," but what of the motorist who was found slumped over his wheel in a country pub car park, with a note attached to the car, "Passing Out—Please Run In"? K. E. JOLLES (Dr.)

West Bromwich, Staffordshire.

TAXATION

Nostalgia for Differentials

[64213.]—Mr. C. Cox [64162] is not alone in his inability to grasp the Editorial logic of the flat-rate tax. To me it is about as logical as a flat-rate assessment on property. Viewed from any angle you wish, the small car is the logical type for use in this country, and if the type of automobile that finds such favour with *The Autocar* is to be forced on the motoring public then we must look forward to a severe contraction of the motoring movement, with automobiles the plaything of the very rich, as they were years ago.

Automobile design has ceased to be a purely technical consideration; economics now loom large in this matter, and I think it is a fact that the size of a country's automobiles is in direct ratio to the state of its finances. You make great play in your footnote to Mr. Cox's letter about the "desires" of the purchasing public. Don't we all desire a country house, a racehorse, or some other unattainable extravagance? Mr. Cox's plea for a sliding scale of tax is very sound, as has been proved for very many years with motor cycles, the manufacturers of which form of transport do not seem to be unduly hampered by it.

Ashton-on-Trent, Derbyshire. G. E. BAGGULEY.

[No particular type of car finds favour with this journal; it admires fitness for purpose on whatever scale. We are all for manufacturers supplying the public with what it wants, uninfluenced by artificial fiscal stimulation. The degree in which the public's desires are fulfilled is the measure of a country's standard of living, and the better the chances of fulfilment the more successful a country is—witness America. Intimidatory taxation worsens those chances.—ED.]

CYCLISTS

Retort from a Two-wheeler

[64214.]—The Scribe's comments on cyclists in Disconnected Jottings (May 2) have forced me to reply.

According to The Scribe, "two cycles abreast take up more space than a car." If the car he has in mind is a Cooper, or a Bond Minicar—I entirely agree with him. But, on the other hand, if he is referring to the present-day cars, which boast of seating six—I disagree.

If it is the question of road space which is worrying The Scribe, I might say that if motorists kept as close to the kerb as cyclists do there would be far more room for other traffic to pass.

Had I known earlier that I was incapable of controlling my self-propelled machine as well as a motorist can control the numerous horses under his bonnet I would have ceased risking my life that much sooner.

I wonder how many times The Scribe has been forced into the kerb by a reckless cyclist, or how many times he has seen a cyclist riding along the crown of the road?

Chester. W. L. ROWLAND.

[The Scribe comments: I am not concerned with animosity between road users, but with lessening the vulnerability of cyclists, which can be estimated by a study of the accident statistics.—ED.]

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M. H. Hawthorn grits his teeth during his duel with A. G. Whitehead's E.R.A.

BOREHAM AT ITS BEST

FULL marks go to the West Essex C.C. for a really splendid meeting at Boreham last Saturday when, in brilliant sunshine, races were held for sports cars, Bentleys only, formula 3 cars, and *formule libre*. It was a most exciting day, the five- and ten-lap races being constantly sprinkled with the salt of continually changing order between the cars.

Wheels got moving with two sports car races, each of five laps of the 3-mile circuit, the first for cars up to 1½ litres and the second for cars of any size. K. Downing's fast Connaught took the first at 75.77 m.p.h., by over 20 sec from S. Walls' Riley, and in the second race K. Watkins' Allard scored its first victory, at 79.91 m.p.h., with G. Gale's Frazer-Nash second and S. Boshier with the first Jaguar home in third place.

The Bentley race had a fine entry, handicaps being arranged by the Bentley D.C. It was marred perhaps by G. Crozier's giant 8-litre being handicapped right out of it (over a lap given away in a 5-lap, 15-mile event) but it was none the less exciting, victory going to A. Hollington's 4½-litre at 70.70 m.p.h., with D. McClure second and H. Wilmshurst third in similar cars.

In the 10-lap formula 3 race the lead changed hands four times, and subsidiary positions were ever differing. G. Wicken made sure of the lead at first, to be passed by L. Leston on the second lap and regain his lead in the third—only to drop back with loss of power and later retire. Leston lost the lead on the sixth lap to D. Parker (Kieft) and retired on the eighth, and A. J. Nurse (Cooper) moved up to second. J. D. Habin, who was fifth at the end of the first lap, drove well to gain third place. Such were the facts, but the regular interchanging, retirements, and incidents such as C. Headland disappearing into the marker bins while lying fourth, made the race one that was packed with interest.

Next came the sports car handicap, with E. Thompson driving R. R. C. Walker's 3½-litre Delahaye, and the XK120s on scratch. Two Frazer-Nashes had 8 sec start and K. Watkins' Allard had 18 sec. Watkins was really on form and his Allard was going well. He put this race in his pocket with a lead of well over 20 sec from Downing's Connaught, which had started with a 30 sec handicap. The race was also interesting because it included Miss H. Dunham, fresh from her Tulip Rally triumph, at the wheel of a Marauder. She drove excellently, starting in the lead and then holding second place till the very last lap, when the good handicapping forced her to seventh.

The main event, *formule libre*, promised a battle between D. Poore's Alfa Romeo, J. M. Hawthorn's Cooper-Bristol, A. G. Whitehead's E.R.A. and E. Thompson with the E.R.A.-Delage. Unfortunately there were a number of non-starters, including S. Allard, but the race was terrific. Poore leapt into the lead, held it for three laps till oil pump trouble forced him back. Hawthorn and Whitehead had a tremendous duel of which Hawthorn was the victor. These two were out in front,



A. G. Whitehead, E.R.A., gets surplus oil from D. Poore's failing Alfa Romeo.

with E. Thompson trying, and succeeding on the eighth lap, to catch the crippled Alfa. In the hot sunshine this race, and the programme as a whole, were seen in ideal conditions by a big crowd.

PROVISIONAL RESULTS
Boreham Circuit: 3-mile lap

Sports Cars (5 laps): Up to 1,100 c.c. s. 1,500 u-s: 1. Connaught 1,485 (K. Downing), 11m 52.6s, 75.77 m.p.h.; 2. Riley 1,496 (S. Wells), 12m 16s; 3. M.G. 1,467 (T. W. Dargue), 12m 55.2s. **Fastest lap:** K. Downing, 78.14 m.p.h. **Over 1,100 c. 1,500 u-s:** 1. Allard 5,420 (K. Watkins), 11m 15.8s, 79.91 m.p.h.; 2. Frazer-Nash 1,996 (G. Gale), 11m 26.8s; 3. Jaguar 3,442 (S. Boshier). **Fastest lap:** K. Watkins, 83.20 m.p.h. **Bentley Handicap (5 laps):** 1. 4,398 c.c. (A. Hollington), 1m 53s handicap, 15m 55.6s, 70.70 m.p.h.; 2. 4,398 c.c. (D. McClure), 1m 53s, 14m 11.0s; 3. 4,398 c.c. (H. J. Wilmshurst), 58s, 14m 11.8s. **Fastest lap:** H. J. Wilmshurst, 78.95 m.p.h. **Sports cars any capacity handicap (5 laps):** 1. Allard 5,420 (K. Watkins), 18s handicap, 11m 49.8s, 82.10 m.p.h.; 2. Connaught 1,485 (K. Downing), 30s, 12m 10.2s; 3. Frazer-Nash 1,971 (G. Gale), 8s, 12m 25.4s. **Fastest lap:** K. Watkins, 84.91 m.p.h. **Racing cars: Formula 3 (10 laps):** 1. Kieft (D. Parker), 21m 47.8s, 82.59 m.p.h.; 2. Cooper (A. J. Nurse), 22m 25s; 3. Erskine-Staride (J. D. Habin), 22m 31.6s. **Fastest lap:** D. Parker, 86.25 m.p.h. **Formule libre (10 laps):** 1. Cooper-Bristol, 1,971 (J. M. Hawthorn), 20m 16s, 89.82 m.p.h.; 2. E.R.A., 1,488 s (A. G. Whitehead), 20m 24.6s; 3. E.R.A.-Delage 1,498 s (E. Thompson), 20m 57.8s; 4. Alfa Romeo 3,900 s (R. D. Poore), 21m 3.4s. **Fastest lap:** J. M. Hawthorn, 92.02 m.p.h.

Half-litre Holiday

DESPITE engagements on the Continent, there were 59 entries for Brands Hatch last Sunday, and a brisk programme —consisting of ten-mile heats and 20-mile finals—was run off smoothly.

Starting at 2 p.m., there were three heats for the Juniors; in the first heat, R. G. Bicknell (Revis Spl) established a most commanding lead early on, and was not challenged thereafter. Heat two was won by A. J. Nurse (Cooper) from R. D. Brown (Arnott).

In the third heat for Juniors, J. Brown (Arnott) took the lead on the third lap, and was hotly pursued by L. D. Jenkins (Cooper) and D. J. Taylor's Arnott. Taylor spent the rest of the race on Jenkins' tail, but just could not pass him.

Then followed the two heats in the Senior event (for drivers having gained a first or second place in a 500 c.c. event). George Wicken (Cooper) drove to a magnificent victory over N. J. Gray, also in a Cooper, in the first heat; and then came the second, in which D. H. R. Gray led S. Lewis-Evans in to second place. The final of the Junior heats was run off with 16 cars, the maximum permitted. An extraordinary accident occurred in this race on Paddock Bend, when G. N. Eyre (Cooper), whilst trying to overtake D. J. Taylor's Arnott, mounted the latter's left-side rear wishbone and lost control. Taylor himself and car were absolutely unharmed, and fortunately Eyre suffered only superficial abrasions.

Unofficial Three-wheelers

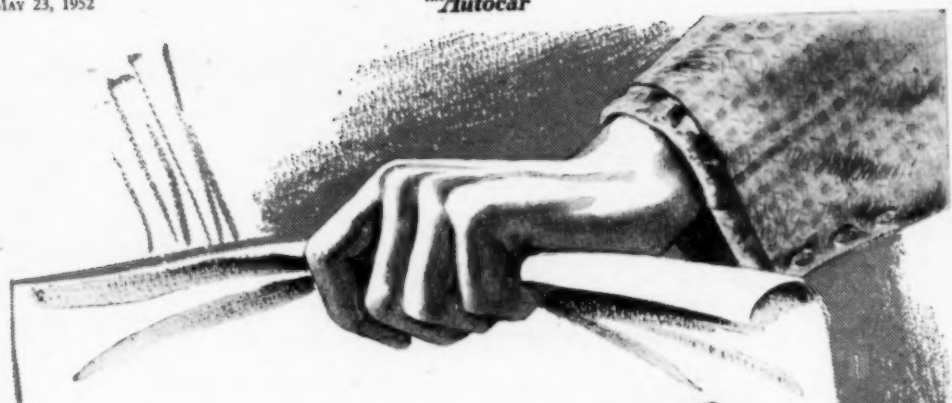
In the final of the Seniors' race two of the three Emerysons lost, on the first lap, a rear wheel each; H. L. Daniell was the first to find himself with only three left, and landed up in the middle of the track. H. L. Williams was another unfortunate.

Next was run a consolation race for those who failed to qualify for either the Senior or Junior finals. Charles Headland (Kieft), who had bad luck mechanically in his heat earlier on, won quite easily from D. F. Truman (Cooper). But perhaps the most interesting race was the Juniors v. Seniors handicap of ten laps. The Juniors had a 20-second (or one-third of a mile) start, and for five laps held the first five places; not for long, for on the sixth lap George Wicken appeared, having overtaken with his Cooper four cars in about 100 yards, and by lap seven had seized first place, and N. J. Gray had also arrived in second place. Third position was still held by Mallock (C.R.M.), but by the eighth lap he had been pushed into fourth by D. H. R. Gray's Cooper. After some spectacular driving, W. J. Whitehouse appeared in fourth place, thus the Seniors—despite their handicap—finished first to fourth, with Mallock best Junior in fifth place.

PROVISIONAL RESULTS

Junior race (3 heats of 10 laps each, 20-lap final) First heat: 1. Revis Spl (R. G. Bicknell), 64.01 m.p.h.; 2. Cooper (G. E. Thomas); 3. Cooper (G. N. Eyre). **Second heat:** 1. Cooper (A. J. Nurse), 62.91 m.p.h.; 2. Arnott (R. D. Brown); 3. Cooper (J. Clarke). **Third heat:** 1. Arnott (J. Brown), 63.07 m.p.h.; 2. Cooper (L. D. Jenkins); 3. Arnott (D. J Taylor). **Final:** 1. Cooper (G. E. Thomas), 63.55 m.p.h.; 2. Arnott (J. Brown); 3. Arnott (R. D. Brown)

Senior race (2 heats of 10 laps, 20-lap final) First heat: 1. Cooper (G. H. Wicken), 66.87 m.p.h.; 2. Cooper (N. J. Gray); 3. Emeryson (P. R. Emery). **Second heat:** 1. Cooper (D. H. R. Gray), 66.19 m.p.h.; 2. Cooper (S. Lewis-Evans); 3. Leston Spl (L. Leston). **Final:** 1. Cooper (N. J. Gray), 67.82 m.p.h.; 2. Cooper (D. H. R. Gray); 3. Cooper (G. H. Wicken). **Consolation race:** 1. Kieft (C. Headland), 65.52 m.p.h.; 2. Cooper (D. F. Truman); 3. Kieft (D. Parker). **Juniors v. Seniors handicap:** 1. Cooper (G. H. Wicken), 67.09 m.p.h.; 2. Cooper (N. J. Gray); 3. Cooper (D. H. R. Gray).



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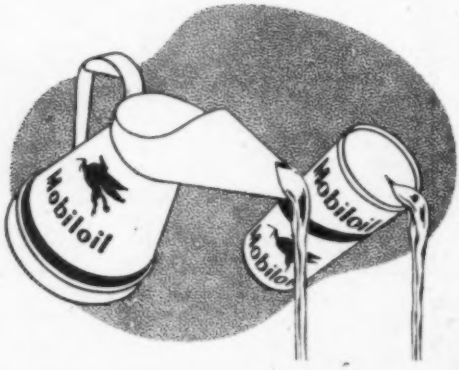
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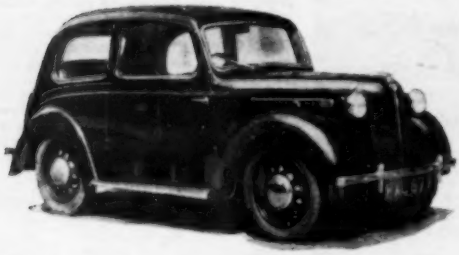


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USED CARS ON THE ROAD



No. 33: 1939 Austin Eight Saloon

Price, new: £135.	Acceleration from rest through gears to 30 m.p.h., 9.6 sec.	Fuel consumption range: 35-40 m.p.g.	Speedometer reading: 14,452.
Secondhand: £395.	To 50 m.p.h., 34.4 sec. 20-40 m.p.h. (top gear), 17.9 sec.	Oil consumption: 1,000 m.p.g. approximately.	Car first registered April, 1939.

AFTER the experience gained in years gone by with the well-proved and justly famous Austin Seven it was not surprising that the handy Austin Eight was immediately successful upon its introduction in 1939. The model set out, in saloon and tourer form, to provide comfortable, economical and relatively brisk travel for up to four people, and it achieved its object admirably. The briskness is, in fact, one of the most surprising features of the car, borne out by a saloon version which was supplied for test by Elite Motors (Tooting), Ltd., 951-961, Garratt Lane, Tooting Broadway, London, S.W.17.

This car was finished in black externally and the condition of the cellulose was good. The interior was quite exceptional for its age, the head lining and carpets having the appearance of recent professional replacement. The facia and the trim panels showed wear, but the overall effect, assisted also by the clean rear seat and newly cloth-covered front seats, would not normally be expected or found in a pre-war car.

The engine was responsive and smooth, the car reaching 30-plus m.p.h. notably quickly and easily, and going on to a true 50 m.p.h. without stress. The oil pressure gauge indicated 15 lb at a tickover and 37 lb at 30 m.p.h. when the engine was hot. No fumes penetrated the driving compartment unless the car was really hot and being driven fairly hard. The four-speed gear box enabled the useful performance to be exploited when required. For town driving considerable flexibility was available on top gear, a smooth pick-up being possible from 12 m.p.h.

Light, Effective Controls

The steering was naturally light and pleasant to use, and no excessive play was noticeable on the road. The brakes were very good; for slowing down light pedal pressure produced immediate response, and for heavy braking there was plenty of power. The suspension provided comfortable travel on good roads and only mild up and down movement on the average non-arterial main road. The front spring dampers were weak, however, and rough or cobbled roads produced fairly considerable pitching.

A worthwhile amount of tread was left on all the tyres, and the spare was an unused remould. The battery appeared to be in good condition and the engine started remarkably well; even when it was cold a touch of the starter produced instant response. Instruments included an oil pressure gauge, ammeter, fuel gauge, speedometer with total and trip mileages, and an ignition warning light; all were working. Tools included a wheelbrace and jack.

Rattles were confined to the driver's window when in the fully lowered position, and the only source of driver annoyance was a worn steering wheel which made the driver's hands dirty in a short time. As on its introduction, the car remained a very practical and worthy vehicle.

No. 34: 1931 4½-litre Supercharged Bentley

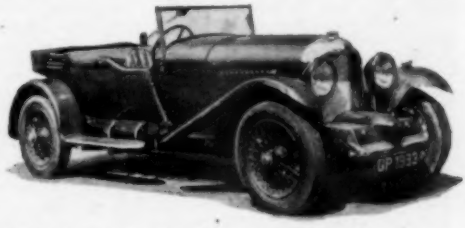
Price, new: £1,729.	Acceleration from rest through gears to 30 m.p.h., 7.0 sec.	Fuel consumption range: 7-10 m.p.g.	Speedometer reading: 70,033.
Secondhand: £495.	To 50 m.p.h., 12.5 sec. To 60 m.p.h., 16.2 sec. 20-40 m.p.h. (top gear), 7.1 sec. 30-50 m.p.h. (top gear), 9.1 sec.	Oil consumption negligible.	Car first registered June, 1931.

SMALL indeed is the number of vintage sports car *marques* which can hold up their heads beside a great green Bentley of the old order, whether the Bentley be a 3-litre, 4½-litre (supercharged or not) or of even larger size up to the colossus—the 8-litre. The car tested was a 4½-litre "blower Bentley," supplied for the purpose by Performance Cars, The Windmill Garage, Great West Road, Brentford, Middlesex, and it provided an excellent sample of this famous range. This example was first registered in 1931, a date which, although late for the "original" Bentleys, gave it a price greatly below the first cost. And certainly it must be said that in all respects the car appeared to be in outstandingly good condition for its age and mileage.

The inevitable green exterior was virtually unmarked and perfectly polished, and the detail fittings such as the massive running boards were in excellent condition. The all-weather equipment was good. The red carpets, with a part covering of rubber, and the metallic facia, were all very clean, wear being mainly limited to the upholstery.

Entrance is made on this model from the left, and moving across to the driving seat is simplified by the exterior mounting of the big hand-brake lever, and by the right-hand gear change. The engine started very easily when cold or warm, being a little temperamental only once when very hot. (The radiator was heavily blanked, with aluminium, the removal of which was shown to be necessary in town driving.)

The general performance was outstanding for almost any car



irrespective of age. The engine was nicely tuned and tremendous power was available. The weight was naturally felt most in moving off from rest but, for example, opening the throttle well on second produced a mighty, satisfying acceleration. The oil consumption was not measurable.

The gear change, of "crash" type, as no true Bentley enthusiast needs reminding, was pleasant to use and easily operated (although, of course, the wise driver, to avoid jarring wrist and arm, will get his changes right first time!). Reverse, only, was at fault, having to be held in firmly by hand. The steering was very heavy at low speeds but a delight once the car was in its natural distance-eating gait. The suspension was vintagely firm, the weight of the car ensuring comfort on normal roads. A good display of instruments was provided, of which only the fuel gauge was out of commission. The spare tyre was unused, three others were virtually new, only one being noticeably worn. The only real fault deserving attention was a slight water leak low down on the left side of the radiator block.

In any test of a vintage car, comment must be made relative to age and mileage, but this Bentley appeared to be exceptionally sound in all the important respects.



A. P. O. Rogers wins one of the handicap races at Goodwood on May 17 in his 2½-litre Riley saloon. This was part of a B.A.R.C. members' meeting.

THE SPORT

by J. A. COOPER

THE Swiss Grand Prix last Sunday demonstrated that although at present the works Ferraris are the fastest formula 2 cars in existence, they are not yet completely reliable. The new 2-litre Gordinis are but little slower, and it is rumoured that the new works Maseratis to be driven by Fangio and Gonzalez (which were not ready in time for last Sunday's race but should appear in the Monza G.P. on June 8) have already proved themselves capable of lapping the Monza circuit at speeds in excess of those achieved by the Ferraris. Thus there is every prospect of a keen struggle in later events this season. The H.W.M.s suffered cruel luck in the unexpected fatigue failures of their rear axleshafts, after their Silverstone victory the previous weekend; had Stirling Moss and George Abecassis kept going, they could hardly have failed to be placed. But there are no ifs and buts, and it remains for them to try their luck again next time.

The Frazer-Nash and Alan Brown's Cooper-Bristol put up very good performances, especially considering that the engine of neither car is as yet developed to a high degree of tune. Next in the list of national G.P. races comes the European Grand Prix at Spa, in Belgium, on June 22, and this should be most interesting, with the most intense competition yet seen in formula 2 racing.

IT is hoped that modifications can be made to the H.W.M.s in time to enable them to compete in the formula 2 races at the Nurburg Ring, in Germany (the Eifelrennen), and at Montlhéry, in France (the Paris G.P.), on Sunday next. The latter race should also see the début of the new formula 2 Alta in the hands of Peter Whitehead.

THE fate (and formula) of the British Grand Prix, on July 19, has now been decided. It is, of course, news no longer that the race this year will be organized for the R.A.C. by the British Racing Drivers' Club, but there has been a quantity of conjecture as to the formula (1 or 2) under which it would be run. Now a successful compromise has been struck between the two formulæ.

While the Grand Prix proper will be a formula 2 event, for cars up to 500 c.c. supercharged or 2,000 c.c. unsupercharged, a race of 100 miles for formula 1 machines will be run as a supporting race. The *grande épreuve* will cover 85 laps of 2.9-mile circuit; duration three hours.

The decision has naturally been not a little influenced by the interesting race run under formula 2 in the *Daily Express* Silverstone meeting on May 10, apart from the fact that the Continental Grands Prix are now almost entirely formula 2 races.

There will be many, however, who will be grateful to see that the traditional formula 1 of the British national event has not entirely vanished, even if it might be just sauce for the goose.

IT is certainly welcome news that the Jersey International Road Race will be run again this year. Since the recent war, it has been established as a formula 1 event (1947, 1948, 1949, 1950); there was a gap in 1951, and now it returns to the summer calendar in sports car guise, competing cars having to comply with the B.A.R.C. competition rules for sports car racing. Run jointly by the B.A.R.C. and Jersey club, two heats of ten laps each and a 20-lap final over the decorative St. Helier road course will decide the winner on July 10. Lap distance is 3.2 miles. Prize money, incidentally, totals £500, to be divided between placemen.

The organizers are prepared to assist competitors from the mainland with their expenses. Regulations from John Morgan, B.A.R.C., 55, Park Lane, London, W.1.

WHILE writing of island sports car races, the British Empire Trophy (Isle of Man, May 29) springs immediately to paper, more so as the complete entry list is now available. The field is full to capacity, with one over, in fact. The limit was set at 30; 31 have been accepted by the B.R.D.C. Here they are:—

Up to 1,500 c.c. (four credit laps): M.G. 1,250: M. R. G. Llewelyn, E. W. K. Lund, J. T. K. Line, P. Jackson. **Lester-M.G.** 1,467: G. A. Ruddock, J. C. C. Mayers, P. W. C. Griffith. **Jowett Jupiter** 1,486: J. Kelly and H. Sullivan, J. A. Cowap, E. W. Cuff Miller and P. Dudley W. J. Shelly, W. H. Robinson. **Cooper-M.G.** 1,496: F. C. Davis, L. Leonard.

1,501 to 3,000 c.c. (one credit lap): Frazer-Nash 1,971: S. Moss, R. F. Salvadori, J. M. Hawthorn and L. Potter, J. H. Walton and P. R. Bolton, H. A. Mitchell, J. O. Reece. **Healey** 2,443: J. Buncombe. **Aston Martin** 2,580: G. Duke.

Over 3,000 c.c. (scratch): Jaguar 3,442: E. W. Holt and A. O. Whitehead, S. J. Boshier, J. B. Swift, H. B. Beitrage Black, Sir James Scott Douglas, D. Murray, I. M. M. Stewart. **Allard** 6,420: A. P. Hitchings. **Jaguar** 3,442: J. D. Hamilton.

GLORIOUS is becoming over-worked in connection with Goodwood, so however much one is tempted to use it yet again to describe the members' sports car meeting there on May 17, with its blue skies, sunshine, light breeze and sturdy entry, the word is put reluctantly aside—for use maybe another time. The day belonged to the H.M.W. of Oscar Moore, who won the

COMING SHORTLY

MAY 24.—Veteran C.C. Sheringham Rhododendron Rally, City Hall Steps, Norwich, 11 a.m.
24.—Allard O.C. Closed sprint meeting, Goodwood, Sussex, 11 a.m.
24.—Grimsby M.C. Veteran car rally, Promenade, Cleethorpes, 1.30 p.m.
24.—Westmorland M.C. Hill-climb, Barbon, near Kirkby Lonsdale, Westmorland, 2 p.m.
24.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone, 1 p.m.
24.—Lagonda Club. Southern Rally, Stanton Harcourt Airfield, near Witney, Oxfordshire, 1 p.m.
24-25.—B.A.R.C. (Yorkshire Centre). Scarborough Rally, starting Leeds and Scarborough, 1 p.m.
24-25.—N. Devon M.C. Ilfracombe rally, Taunton, Plymouth, Barnstaple.
25.—Bentley Owners' Club. Picnic lunch and tea, meet Ilchester Arms Hotel, Abbotsbury, Dorset, 12 noon.
25.—N. London Enthusiasts' C.C. Chessington Rally, Chessington Zoo, Surrey, 11 a.m.
25.—Renault O.C. Rally, Manor House Hotel, Witley, Surrey, 3.30 p.m.
25.—A.C. Owners' Club. Novices' map-reading point-to-point.
25.—Riley M.C. (N.W. Centre). Navigation test, Derbyshire.
25.—Walsall and D. C.C. Road safety rally.
25.—Harrow C.C. Social run, Leyhill Common, nr. Chesham, Buckinghamshire, 3 p.m.
25.—Cheltenham M.C. Speed trials, Staverton Airfield, near Cheltenham, Gloucestershire, 1 p.m.
25.—Comian M.C. President's Cup Spring Rally, Hampton Court, Barnet by-pass, finishing White Horse Inn, Southill, Bedfordshire, 5.30 p.m., for driving tests.
25.—Eifel races, Germany.
25.—Paris race, France.
25.—Modena race, Italy.
28.—Alvis Register. Noggin and natter, Green Man, Ratchworth Heath, Hertfordshire, 7 p.m.
28.—Seven-Fifty M.C. (Southern). Social meeting. The Bell at Brook, near Cadnam, Hampshire.
29.—B.R.D.C. British Empire Trophy race, Douglas, Isle of Man, 2.30 p.m.
30-31.—M.C.C. Edinburgh Rally, starting London, Bristol, Buxton.
31.—Berwick and D.M.C., Lothian C.C., Hawick and Border C. and M.C.C. Race meeting, Charterhall, near Greenlaw, Berwickshire, 2 p.m.
31.—Hall-Litre C.C. Race meeting, Snetterton, near Thetford, Norfolk, 1.30 p.m.
31.—Veteran C.C. of Great Britain (Midland Section). Stourbridge Rally, the Bandstand, Mary Stevens Park, Stourbridge, Worcestershire, 12 noon.
JUNE 1.—Frontieres race, Belgium.
1.—Albi Grand Prix, France.
1.—Tuscany Cup race, Italy.
1.—Mid-Cheshire C.C. Standard car trial, N. Wales.
2.—Berkhamsted M.C. and C.C. Tewin Water speed trials.
2.—B.A.R.C. International race meeting, Goodwood, near Chichester, Sussex, 1.30 p.m.
2-6.—Royal Scottish A.C. Scottish Rally, Blythswood Square, Glasgow.

THE SPORT . . . . . continued

over 3,000 c.c. scratch event, with just over a second to spare from J. K. Hemsworth (Jaguar XK120); to R. F. Salvadori and the Frazer-Nash, for their win in the 1,501 to 3,000 c.c. scratch race; and F. C. Davis, who brought his Cooper-M.G. home first in the 1,101 to 1,500 c.c. class. The handicaps produced close—and uncertain—finishing orders. Results are as follows:—

Unsupercharged sports cars: 5 laps each

Scratch races: up to 1,100 c.c.: 1, Riley (L. Gibbs), 10m 49.2s, 66.55 m.p.h.; 2, R.W.G. (R. Watling-Greenwood), 10m 49.4s. **Fastest lap:** L. Gibbs, 2m 6.2s, 68.46 m.p.h. **1,101 to 1,500 c.c.:** 1, Cooper-M.G. (F. C. Davis), 9m 53.0s, 72.95 m.p.h.; 2, Lester-M.G. (O. A. Ruddock), 9m 55.2s. **Fastest lap:** O. A. Ruddock, 1m 55.6s, 74.74 m.p.h. **1,501 to 3,000 c.c.:** 1, Frazer-Nash (R. F. Salvadori), 9m 24.2s 76. 59 m.p.h.; 2, Frazer-Nash (H. A. Mitchell), 9m 25.4s. **Fastest lap:** R. F. Salvadori, 1m 49.4s. **Over 3,000 c.c.:** 1, H.W.M. (O. Moore) 9m 39.0s, 74.61 m.p.h.; 2, Jaguar XK120 (J. K. Hemsworth), 9m 40.8s. **Fastest lap:** Alta-Jaguar (E. P. Scragg), 1m 55.2s, 76.52 m.p.h.

Handicaps: (A): 1, Riley saloon (A. P. O. Rogers) 1m 52s handicap, 11m 27.2s, 62.66 m.p.h.; 2, H.R.G. (Mrs. R. B. Gibbs), 1m 55s, 11m 51.4s. **Fastest lap:** Aston Martin (R. F. Collinson), 2m 7s, 68.05 m.p.h. **(B):** 1, M.G. (A. S. Lusty), 1m 40s handicap, 11m 20.6s, 64.40 m.p.h.; 2, M.G. (H. B. Stutchbury), 1m 40s, 11m 21.6s. **Fastest lap:** Lagonda (J. Goodhew), 1m 58.4s, 72.97 m.p.h. **(C):** 1, Healey (C. A. S. Brooks), 1m 9s handicap, 10m 18.4s, 69.65 m.p.h.; 2, Jaguar XK120 (J. K. Hemsworth), 27s, 10m 25.4s. **Fastest lap:** H.W.M. (O. Moore), 1m 48.2s 79.85 m.p.h. **(D):** 1, Frazer-Nash (R. F. Peacock), 6s handicap, 10m 51.4s, 76.66 m.p.h.; 2, Frazer-Nash (T. A. D. Crook), scratch, 10m 52.4s. **Fastest lap:** Frazer-Nash (R. F. Salvadori), 1m 48.6s, 78.63 m.p.h. **(E):** 1, Aston Martin (R. F. Collinson), 1m 29s handicap, 11m 30.2s, 67.47 m.p.h.; 2, Fiat (C. le S. Metcalfe), 1m 59s, 11m 46.8s. **Fastest lap:** Bugatti (R. C. Symondson), 1m 58.4s, 72.97 m.p.h.

NOT the least of the Seven-Fifty Club's successful enterprises has been its sponsoring of the 750 formula, under which interesting and lively races have been run, at a comparatively low "cost-to-competition" ratio. Now the club will admit into its hierarchy, on an equal footing, the owners of cars using Ford Eight and Ten engines. Next hurdle to be jumped is the sponsoring of a 1,172 formula for racing. Should there be sufficient support for the idea races might be run for 750 and 1,172 c.c. classes together, with separate awards.

THE rumour current some time ago to the effect that motor cyclist Johnny Lockett would be seen at the wheel of a formula 3 car this season does not seem to be coming true, as he tells me that he has no intentions in this direction at present. Perhaps in the future: it would be nice to see this very stylish rider on four wheels for a change, and he has an excellent precedent in Geoff Duke, who is taking his Aston Martin activities very seriously.

IT seems much farther away than 1938—yet in some ways only yesterday—since Dick Seaman, on a brilliant Sunday in July, crossed the finishing line of the Nurburg Ring in the silver Mercedes, number 16, to win perhaps the most coveted of all first places in pre-war Grand Prix racing, that of the Grosser Preis von Deutschland. He was awarded the prize by Korpsfuhrer Huhnlein (in place of Herr Hitler—remember?) the massive Preis des Fuhrers trophy. After the presentation he turned to a friend who had congratulated him, and said laughingly, "Thank you. I only wish it had been a British car."

This nostalgia is not stirred by the afternoon sun slanting those oblique shadows that one always reads about across a brick wall opposite—for one cannot in an age of plastic and split atoms be as dreamy as that—but by the Vintage Sports Car Club's announcement of its Seaman Trophies race. The event will be run for historic racing cars (those built before December 31, 1937) at the second Vintage Silverstone meeting, on July 12. George Monkhouse has presented to the club the Seaman trophies won by Dick whilst driving for the official Mercedes-Benz team.

The race should be excellent, and I am told that already entries of E.R.A., Bugatti, Maserati and Alfa Romeo cars have been promised. The winner will receive £50, and the Seaman Trophy for one year; second place carries £15; third £5. First Vintage car will receive £5 and the Vintage Seaman Trophy. The organizers hope that several racing cars not seen in competition for many years will be resurrected in honour of the event and brought to the starting line.

REGULATIONS for the Royal Scottish A.C. hill-climb at Rest and Be Thankful have now been published. This is one of the qualifying events for the British Hill-climb Championship, 1952, and there are classes for supercharged and unsupercharged cars, from up to 500 c.c. to over 3,000 c.c. Entries to A. K. Stevenson, O.B.E., Blythswood Square, Glasgow, C.2; closing date, June 17.

ANOTHER Silverstone reflection—the number of cars running on May 10 as a whole which were fitted with the 2-litre Bristol engine, in one or other of its forms. In the production touring car race—three Bristols; in the sports car division—six Frazer-Nashes; in the International Trophy race—three Coopers and three Frazer-Nashes. In addition, of course, there were two Veritas, the engines of which are, like the Bristol, based on the pre-war B.M.W. design. So there were fifteen actual Bristol engines in use, and two Veritas which outwardly bear a close family resemblance. But there was one race without a Bristol engine—they have not yet invaded the 500 c.c. field!

THE formula 2 race for the G.P. de France, at Rheims on June 29, will be preceded this year by an international race for production cars, to be called the Grand Prix de Rheims. This will be divided into three classes, 750 c.c., 2,000 c.c. and unlimited, and the regulations will be roughly those applicable to the Le Mans race. With a first prize of a million francs—roughly £1,000—and other awards in proportion, this should attract the full thirty entries called for by the organizers.

WHILE the sporting fraternity is taking in its breath for the Whitsun rush of events, there is still quite a lot going on this weekend. The Maidstone club's Silverstone meeting starts at 1 p.m., with a mixed bag of races for five-hundreds, *formule libre* racing cars, sports and saloon cars, while on the rallies side are the Lagonda club's Southern and the B.A.R.C.'s Scarborough weekend. Entries for the British Empire Trophy race on Thursday next appear in a previous paragraph.

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TO OWNER-DRIVERS

Mr. F. Wyndham Hewitt's first event with his new Mille Miglia model Frazer-Nash was the International Rallye du Soleil. In the 1501-2500 c.c. class he finished 2nd to another Frazer-Nash—the outright winner of the rally. He then competed in the Circuit Internationale de Vitesse at Bordeaux and, with his permission, we give extracts from the letter he wrote to a friend.

"The Bordeaux race passed off very well and was really quite a big show—rather like a Grand Prix with everything on a large scale.

"I managed to get 3rd in the Classement Générale (80 entries) and 3rd in the 1½-3-litres Class.

"I averaged 1 min. 44 secs. a lap—3 seconds a lap behind the leading 2.6 Ferrari, and only 14 secs. behind the times on the same circuit last year of Formula 1 cars.

"I had better acceleration out of the corners than the 2nd car, another Ferrari, but could not quite match his top speed.

"Part of the time it poured, but I was lapping at 1 min. 46 secs. in the rain. The Frazer-Nash behaved magnificently and handled superbly, and I had enormous confidence in the car.

"On the 30th May, I am off on the 6-Day Aix-en Provence—Madrid Rally."

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1950	**VAUXHALL** Wyvern saloon	£1,085
1950	**TRIUMPH** Mayflower saloon	£965
1949	**STANDARD** Vanguard saloon	£925
1948	**AUSTIN** 16 h.p. saloon	£845
1948	**WOLSELEY** 8 h.p.	£725

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CLUB NEWS

British Automobile Club of Hamburg.—Those motorists who remember the troubled territories of Schleswig and Holstein as pawns in the snatch and grab of European politics, with each snatch and each grab having its own particular date in the history book, may now connect the names with nothing less vicious than a spring rally. German drivers—30 in all—were invited to compete in the event (May 4); controls were in force at Bad Bramsted, Bad Segeberg, and at the finish at Travemunde, the Baltic seaside "Bournemouth," which was an ideal finishing point. Time controls were severe, the standard of driving high—the entry included some Tulip and Monte Carlo competitors—but very few completed the road section unpenalized. Club president, Dr. J. K. Dunlop, C.B.E., M.C., T.D., Land Commissioner for Hansestadt, Hamburg, presented the awards. Outright winner: Porsche (Herr Kaufman).

The B.A.C.H. is an enterprising and enthusiastic body, many of its founder members have now returned to the U.K., but the club is still very much alive.

Furness District M.C.—However distant the Festival of Britain may seem now, with a headless skylon and only peeling patches of paint to show that the balls above the surrounding wall were once vivid red, yellow and blue, it is good to see that somewhere it is being faithfully perpetuated. On Saturday, June 21, the second Furness Festival Rally will be run. Starting from Conclc Inn, Rampside, near Barrow-in-Furness, Lancashire, at midnight—a much more interesting time than noon—competitors will cover 250 miles of the Lakeland and Border counties. Entries are limited to 50, classes to open and closed cars. Invited clubs: Blackpool and Fylde, Darlington, Cumberland, Millom, Westmorland, and Whitehaven. (S. Powell, 41, Robert Street, Barrow-in-Furness, Lancashire.)

Bristol M.C. and L.C.C.—Castle Combe on May 3 was something of an endurance test for good tempers, for the rain came down continuously the whole day. Nevertheless, patience prevailed, and some good racing resulted. The seven races for cars—motor cycles competed also—had a somewhat slim entry, but that was only to be expected, with Snetterton and the Vintage Silverstone the same weekend. Finishing first and second respectively, the Bucklers of G. Tapp and C. D. F. Buckler took a firm grip of the 1,200 c.c. sports event; but in the 1½- to 2-litre combined race Nancy Mitchell, with her H.R.G., managed to get between them, and stayed there to the end. A good entry of 15 started in the half-litre class, but as five-hundreds are generally not addicted to rain, less than half finished. Winner was Les Leston (Leston-Norton); second the Tiger Kitten of C. Lones. Outstanding performance in the ten laps of *formule libre* was that of M. Barclay (Cooper), who chased Oscar Moore and his H.W.M.-Jaguar, the winner, from start to finish. Scratch man, R. Bickerton, came through the field to win the Vintage and post-Vintage handicap; the handicapping for this event was exceptionally good.

Correction: Jim Sparrowe's race average at Castle Combe on March 12, when he won the 1,200 c.c. sports event in his Morgan, was 63.52 m.p.h., not the figure previously published in *The Autocar*.

West Hants and Dorset C.C.—The honorary secretary, Mrs. Pauline Jesty, will have a new address from May 26: Doddings, Wareham, Dorset; telephone number Bere Regis 250. The date of the Moonfleet Rally has been changed to June 21-22.

Mid-Cheshire C.C.—The standard car trial, on June 1, will be run in the North Wales area. Regulations from A. P. B. Birt, 41, High Street, Northwich, Cheshire.

IN BRIEF

Mr. T. Gorst, works director of the Champion Sparking Plug Co., Ltd., has become president of the Feltham Chamber of Commerce.

The winning Ferrari in the Mille Miglia, driven by Bracco and Rolfo, was fitted with Champion sparking plugs. These plugs were also used in the Ferrari in which Ascari won the Marseilles Grand Prix.

A new depot has been opened at 7, Kendall Place, Baker Street, London, W.1, by the Car Collection Co., Ltd. Only uniformed women drivers are employed and they will be available for the delivery of new cars and commercial vehicles or simply as uniformed drivers. The majority were previously in the Government car service.

Mr. L. M. Lomax has been appointed a director of Langney Motors, Ltd., Burlington Garage, Eastbourne. The company has acquired Adcocks Garages, Ltd., of Chichester, and Mr. A. V. Deacock has been appointed general manager.

Commencing on May 29, J. Trevor and Sons will hold monthly auction sales of cars at Olympia, London. More than 200 cars will be available for purchase at each sale.

Small and Parkes, Ltd., Hendham Vale Works, Manchester, 9, have appointed Mr. E. J. Parsons as London manager upon the retirement on May 31 of Mr. H. M. Lawrence. Mr. A. K. Hebditch, previously service manager at their Wimbledon address, has been appointed London technical manager.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16325. Flat-four Engines
"W.V.T."—Details as to reliability and performance; also hints on building a sports special.

No. 16326. 1934 Alvis Speed Twenty
"A.W.C."—All possible information and handbook.

No. 16327. 3-litre Invicta Black Prince
"H.J.C."—Details and hints on fitting an orthodox gear box. Also issue of *The Autocar* for October 25, 1946.

No. 16328. Building a Trials Special
"A.M."—Any helpful information and hints.

No. 16329. 1949 750 c.c. Renault
"G.O.A."—Performance details, reliability and general characteristics.

No. 16330. Volkswagen
"R.L.W."—General experiences; performance details.

No. 16331. Series VI B.S.A. Scout
"D.B."—Any available details and a handbook.

No. 16332. Type 326 Frazer-Nash-B.M.W.
"A.S.A."—General information and a handbook.

No. 16333. 1936 Lanchester Twelve
"J.L.A."—All possible maintenance details, lubrication chart and a handbook.

No. 16334. 1938 Supercharged Morgan 4-4
"I.N.C."—General performance details.

No. 16335. 1936 Wolseley Twelve Saloon
"P.W."—All possible information including performance details and tuning hints.

No. 16336. Handbooks Required
"E.F.M." (Australia).—1939-47 Vauxhall Fourteen-Six Workshop Manual, not handbook.
"W.A.T."—1939 8.9 h.p. Renault.
"H.B.H."—1933 Morris Minor.
"T.M."—1937 Morris Eight; also wiring and lubrication charts.
"M.H.G."—1938 Rover Fourteen
"A.C.G."—1934 Singer Eleven.
"I.K."—J2-type M.G. Midget.
"F.C.W."—1938 Wolseley Eighteen.
"H.I.S."—1938 Rover Twelve.

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ASTON MARTIN 2/4 seater Sports 2-litre, first registered in May 1938. Finished in green with black hood and side curtains.

RILEY 1½-litre saloon, first registered in July 1949. Finished in ivory and black with red leather upholstery. Fitted with H.M.V. radio.

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1950 **TRIUMPH** Mayflower, black with beige upholstery, radio, heater, one owner, 8,000 miles, £975.
1950 **TRIUMPH** Mayflower, black with beige upholstery, heater, one owner, 15,000 miles, £925.
1950 **M.G.** 1½-litre Saloon, black with beige upholstery, one owner, 12,000 miles, £1,095.

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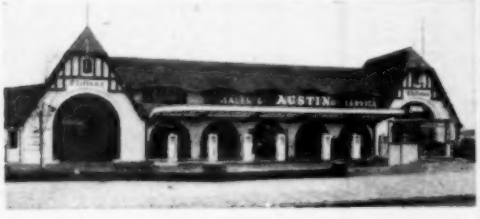
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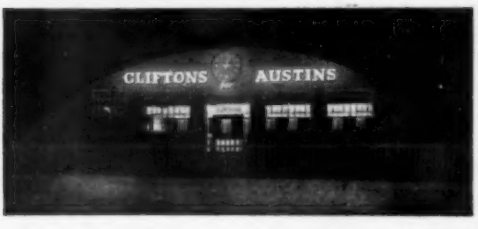
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1950 FORD Anglia, green £695
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1950 SINGER 1500 saloon, black £955
1950 VAUXHALL Wyvern, grey £765
1949 ARMSTRONG Typhoon sal. £1,075
1949 AUSTIN 16, sun roof, grn. £925
1949 VAUXHALL Velox, black £845
1948 FORD Prefect, black £595
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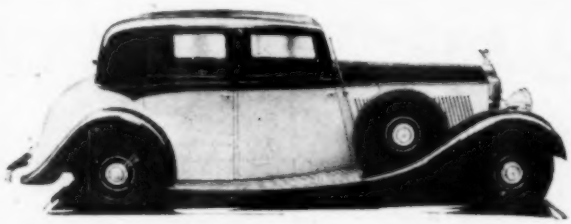
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1936	LANCHESTER 11 saloon, black	£275
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1937	ROVER 14 saloon, black	£435
1937	ROVER 14 saloon, grey, recond. engine	£525
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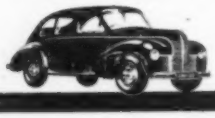
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1939 **FORD** Prefect 10 h.p. drophead foursome coupe £395

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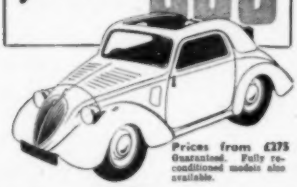
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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

A.C. saloon, grey, 24,000 miles new May, 1950, excellent condition; £1275.—Lait, Coln Rogers, Posse Bridge, Cheltenham, Glos. [3273

*** 1949 (June) A.C. 2-litre saloon, blue and chromium, blue leather, a beautifully maintained and immaculate example, thoroughly recommended and offered with written guarantee by distributors; £1,125; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

1150 gns.—A.C., March 1950, 2-litre Mark II Buckland sports tourer, cream, maroon leather, concealed hood, one careful owner, unmarked and in practically new condition, current list price £1,950; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ALFA-ROMEO

CHIPSTEAD MOTORS, Ltd.—See our advertisement under " Sp rts Cars. " [C1046

BARTLETT.—Alfa-Romeo, finest selection always available.—27a, Pembridge Villas, W.11. [C1013

17/50 Gran-Turismo Alfa-Romeo, fitted 1957 Yeoune of Bromley, foursome coupe, whole car checked over, recellulosed steel dust, fitted new battery, very good tyres; £395.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071

Alfa-Romeo Cars Wanted

BARTLETT.—The Alfa-Romeo Specialists.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St (Hampstead Tube). Ham. 6041.

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THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

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ALLARD

GORDON CARS (LONDON), Ltd.—1950 Allard saloon; £985.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1950 (April) Allard saloon, heater, interior covers, 15,000 miles; £995.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3023

BARTLETT.—Allard 1950 saloon, one owner, small mileage, £850; Allard 1949, drop head coupe, £695.—27a, Pembridge Villas, W.11. [C1013

1948 Allard 4-seater sports tourer, red, as new, £695.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3047

1949 Allard foursome drop head coupe, 15,000 miles; steering column gear change, one owner; £775.—Knott Bros., Bournemouth, Winton 1800. [3586

ALLARD 1951 K2 2-seater, Mercury engine, alloy heads and twin Solex carburettors, finished in grey cellulose with blue leather, taxed, guaranteed mileage 1,691.—Callanders of Charing Cross, Glasgow. Tel. Doug. 2064-5. [5290

1195 gns.—Allard, December 1950, J2 competition sports 2-seater, red, red leather, actual Earls Court Show Ardun ohv engine, close ratio gear box, heavy duty clutch, coil spring suspension, De Dion rear axle, touring and racing windscreens, concealed hood, one owner, genuine 2,500 miles, unworn original tyres, completely unmarked and indistinguishable from brand new, current list price £1,715; terms, exchanges.—Rowland Smith, below.

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*** Allard J2, 1951, never raced, 5,000 miles only specially prepared Ardun ohv engine, every extra including wire wheels, two spares mounted on side, lifeguard inners, folding screen, twin master cylinders, luggage rack, hood, etc., Pacific green with silver wheels, a really beautiful car as new; outstanding performance. Would cost £2,000 today, exceptional opportunity at £1,250, small post-war saloon considered part exchange; B.M.T.A. consent.—Maurice Wich, Hop 3362. [3338

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE.

See page 83

ALLARD

POTTER & RICHARDS offer choice of three Allards (see under " Sports Cars ").—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

£650—1949 Allard 2-seater sports, Mercury engine, twin carburettor, high compression head, exceptional condition throughout, supercharger optional.—Museum 2261. [5636

Allard Cars Wanted

BARTLETT.—The Allard Buyers.—27a, Pembridge Villas, W.11. [W1013

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SELECTION of Alvis 14hp saloons and coupes, 1947-1950, from £850.

1951 Alvis 14hp sports 2-str

1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon.

1948 Alvis 14hp coupe.

1948 Alvis 14hp saloon.

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ALVIS cars examined and approved by makers.

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103, New Bond St., London, W.1. Mayfair 8351-6. [C1025

L. F. WARD, Ltd

1948 Alvis 14 drop head coupe, black, brown upholstery, fitted heater, 4 new tyres, very clean car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0146. [C4045

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B. J. HUNTER, Ltd., 1, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

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BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Pulse Hill 4755. [C2009

PERFORMANCE CARS.—Good selection always available written guarantee.—See under " Sports Cars."

£175—3-seater limousine 1934 model, clean, any trial.—Couzens, Rushden, 2769, Northants.

1937 Alvis Silver Crest 16.9, beautiful condition, very smart; £450.—Box 0541, or Tel. Bradford (Yorks) 44275. [5490

£265—Alvis 1956 14hp Firebird saloon, £70 engine overhaul last year, excellent tyres all round, remarkably fine chassis.

CRAY'S CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2565. [5596

1948 Alvis 14, 30,000 miles; £795.—Clayton's Cars, 1 (London) Ltd., 357 Euston Rd., London, N.W.1. Tel. Euston 5228 (3 lines). [C1050

1948 (Sept.) Alvis 14hp saloon, gen. 25,000 miles, recent overhaul, excellent condition.—W. P. Crone, 10, Cumberland Rd., Leeds, 6. [2735

ALVIS, the new 3-litre 2-seater roadster on view at the distributors: Arnold G. Wilson, Ltd., 252, Harrogate Rd., Leeds, 7. Tel 44751. [2698

1940 Alvis Silver Crest 20hp saloon, very nice condition; £485.—Queens Road Autos, 62, Queens Rd., Peckham, S.E.15. New Cross 5989. [C5046

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589

ALVIS Speed 20 (1954) 4-door sports tourer, smart grey, green coachwork, uphol. fine cond. and performance, fitted many extras, laid-up war, 7,000m. since maker's recond.; what offers?—Ravensbourne 6622. [5659

ALVIS 1956 12-70 drop head coupe, spoilmen car, new tyres, loose covers, carpets, battery, 25 mpg, oil 500 miles per pint, private owner, inspection Watford; price £325.—Gudebrook 3596 or Leighton Buzzard 3350.

1938 Alvis 14hp foursome drop head coupe, mechanically excellent throughout, engine recently overhauled at a cost of £80; £575.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

ALVIS Speed 25 sports saloon (Nov. 18, 1956) 1957 model, immaculate in black/brown upholstery, fitted H.M.V. radio, reconditioned engine, 50,000 miles only; £660 or nearest offer, no dealers.—Henesage, 1, Beaufort Gdns., S.W.3. Ken. 2261. [3266

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1950 Alvis 14 special sports tourer, finished in green with green leather upholstery, total mileage only 5,000, absolutely as new; £1,360.—James H. Gall, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [5251

£60 1936 Alvis Speed 25; immediate hire purchase, insurance, part exchanges. Alvis sales on commission, etc.—17-19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [C1007

1951 Alvis 3-litre drop head coupe, by Tickford, finished black with fawn leather upholstery, fitted with heater, total mileage only 5,000. B.M.T.A. permission to sell at controlled price.—James H. Gall, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [5253

NAYLOR & ROOT, Ltd.—1950 Alvis 14hp sports 2-seater, ivory, red leather, 11,000 miles, any trial, £1,095; six months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junct., S.W.18. Batt. 3272. Open 9-6 each week-day including Saturday. [C5022

1934/5 Alvis V.D.P. Speed 20, superb condition throughout mechanically, new mag., crown pinion rear springs, radiator, carburettors, head, valves, etc., front suspension, King pins, ball joints, tyres, just lowered standard, new pistons, crank ground, balanced Laystall; open any examination; new car causing sale.—Phone best offer, Chelmsford 5750. [5127

Alvis Cars Wanted

ROWLAND SMITH'S. the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949-50 Alvis saloon wanted.—Western 9643. [W1060

S F EASKINE & SONS, Alvis distributors of Worcs., invite details of late models for disposal.—Woking 330. [0697

CHARLES FOLLETT, Ltd., buy good late model cars, C.—18, Berkeley St., W.1. May. 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5356-7-8.

Alvis Spares and Service

SERVICE and spares for Alvis cars

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

ARNOLD at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5356-7-8. [0591

DISMANTLING Alvis 20, 1935 and 17hp 1936 and 1934.—Motolympia, Welshpool (Tel. Oswestry 4601 [0424

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Prescott, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0655

AMERICAN CARS

OVERSEAS CARS, Ltd.

1947 Ford V-8 de luxe sedan, grey/grey cloth, 28,250 miles, £395.

1947 Studebaker Champion saloon, recently resprayed, grey/fawn cloth, 19,809 miles, very attractive car, perfect condition; offers.

1947 Hudson Super 6 saloon, maroon/grey cloth, 39,700 miles, offers.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C5081

SIMPSON'S MOTORS offer:—

1950 Buick Special, all extras, black and grey.

1948 Buick convertible, all extras, loose covers, black.

1949 Chevrolet 2-door, all extras, loose covers, dual brown.

1948 Dodge, right-hand drive, all extras, black.

1948 Ford Mercury, all extras, right-hand drive, black.

1948 Fraser, late model, all extras, loose covers, maroon.

1950 first reg'stered Plymouth coupe, all extras, blue.

1949/50 Pontiac, hydramatic drive, all extras, light green.

1940 Oldsmobile, all extras, loose covers, black.

1950 Ford Six, many extras, cream.

1949 Studebaker Champion, overdrive, loose covers, all extras, black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 6691/3903. [C4015

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1949 Buick Super Eight 6-seater drop head, electric hood.

1949 Buick Super Eight saloon, condition as new.

1946 Buick 6-seater drop head coupe, all extras.

1948 Chevrolet Stylemaster saloon, 12,000 miles.

1949 Chevrolet Fleetmaster saloon one owner.

1947 Ford Mercury saloon, right-hand drive.

1947 Ford V-8 (American) saloon, right-hand drive.

1949 Ford Custom 6-seater drop head coupe.

1947 Mercury 6-seater drop head coupe, electric hood.

1949 Mercury 6-seater drop head, as new.

FOR details and prices of above, write, call or 'phone

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1035

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4654.

PRIVATELY owned Studebaker Commander convertible coupe, 1948, right-hand steering, electric hood, radio, hill-holder, finished medium blue, total mileage 16,000, used only about 3 months per year, owner being overseas; this car will clock 100 mph and does 20 mpg, cost nearly double the price of the saloon model, a beautiful and most exclusive car; price £2,000. To be sold on behalf of owner by—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

American Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers.—Wembley 6691/3903. [0847

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd., offer:—

1952 Armstrong Siddeley Lancaster saloon, black/maroon, 2,000 miles, 6 months' guarantee, subject to B.M.T.A. permission; £1,775.—184, Gt. Portland St., W.1. Museum 1001. [C5039

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, black, overhauled and passed by makers.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

CAR MART, Ltd.

1950 (Dec.) Armstrong Siddeley 19hp Hurricane drop head coupe, heater, 12,000 miles; £1,196.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

WARWICK WRIGHT, Ltd., offer:—

1950 Armstrong Siddeley Whitley saloon, black, beige leather, radio, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GORDON CARS (LONDON), Ltd.—1950 Armstrong Siddeley Hurricane coupe, £1,295.

GORDON CARS (LONDON), Ltd.—1949 Armstrong Siddeley Hurricane coupe, £750.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6011. [C2023

ICLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

ARMSTRONG SIDDELEY 17hp Typhoon saloon, registered October, 1947, finished grey, black top, blue leather, one owner, works maintained. [C1001

400 ens.—1938 Armstrong Siddeley 7-seater limousine.—Gordon 19, Walberswick St., S.W.8. Reliance 2395. [5391

£348 !!!—Armstrong 16 saloon, latest 1939, one owner, etc.—Value Cars, 362, Upper Richmond Rd., S.W.14. [5064

1937 Armstrong 26hp touring saloon; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1950 (July) Hurricane 18hp, 12,000 miles, guaranteed as new, Langham grey, £1,200.—Derby 44001, daytime. Box 0861. [3618

1950 Armstrong Siddeley 18hp Lancaster saloon, black with beige upholstery, speedo, reading 15,000 miles, in immaculate condition; £1,375; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-158, Pitsmoor St. (off The Moor), Sheffield, 1. Tel. 24687 [C5008

ARMSTRONG SIDDELEY 1946 (Sept.) 16hp Hurricane drop head coupe, colour maroon, interior exterior hood, tyres as new, a really exceptional car; £650; exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

750 ens.—Armstrong Siddeley, September 1947, Typhoon sports saloon, black, maroon leather, manual gear change, perfectly used, excellent condition; terms, exchanges.—Rowland Smith, below.

595 ens.—Armstrong Siddeley, June 1946, Hurricane 4-door saloon, black, sliding head, blue leather, pre-selector; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 (Aug.) Armstrong Lancaster blue saloon, pre-selector gear, perfect coachwork and mechanically carefully used to last, being sold as new car unexpectedly being delivered; £1,000; no dealers.—Box 0080. [5023

£775.—1947 Armstrong Hurricane drop head four-some coupe, in excellent condition; this price represents a saving of approx. £1,000 on list price.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 Armstrong Siddeley Hurricane drop head coupe, completely overhauled, new Dagenite battery, colour grey, new grey hood; whole car in superb condition and extremely smart; many extras, including radio, heater and spotlights, genuine private sale; £695.—Tel. Reading 0521 (home), Reading 1604 (business). [5546

£395 !!!—1939 Armstrong Siddeley 25hp long chassis 7-seater limousine, in dark blue with fawn interior, wide face-forward occasional seats, excellent coachwork and five almost brand new tyres, engine and transmission quiet and smooth, recent decote and complete servicing, strongly recommended and guaranteed in writing.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday-Saturday. Open Whit Monday 10 a.m.-6 p.m.

TANKARD & SMITH, Ltd. offer 1939 Armstrong Siddeley 16 touring saloon in very attractive silver grey with leather upholstery to match, one private owner since new, speedometer reading 40,000 miles only, believed to be quite genuine, a beautiful car in every respect; £485; 3 months' written guarantee; also 30/0 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601-3. [C4026

A & S Limousine, 1939, 17hp, partition, forward occasionals, black, desirable condition, economical £575. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941.

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd. wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

NY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6040. [W1058

MARSTON MOTOR Co., Ltd. for your Armstrong Siddeley.—Tel. Ilfra. 6000. Seven Sisters Rd., Tottenham, N.15. [0145

HENLY'S, Ltd. wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7945. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585

CAMDEN MOTORS urgently require 1946/49 Armstrong Siddeley Lancaster and Typhoon saloons.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT ENGINEERING preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., S.W.3. Write call or 'phone Kensington 7301. [0644

PRESELECTOR gear boxes.—H. & A. Engineering, 25, Grant Rd., Addiscombe 2931. [0779

DISMANTLING 1938 14hp, also 1937 1934/5 15hp, also 1931.—Motolympia, Welshpool. Tel. Oswestry 4601. [0424

BIRMINGHAM joint distributors, spare parts from 1932.—Frank Moseley (A.S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0546

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6219. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [S1042

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors.

NEW 2.6-litre for demonstration.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

LE MANS Aston Martin 1933 2/4-seater, short small mileage; offers.—Fawcett, Ashleigh, Ossett, Yorks.

ASTON MARTIN, 1939, short chassis, 2-seater, in excellent condition, this car is offered on behalf of a client; terms if desired—Hunts Motor Co., St. Neots.

1938 2-litre short chassis 2/4-seater for disposal, £420; overhaul and/valet re-sprayed, 2,000 o.n.o.; will exchange for less potent car.—34, Park Hill, Moseley, Birmingham, 13. South, 1215. [2731

ASTON MARTIN Mk II, 2/4-seater, black, 4,935 speedo, 63,000 miles, outstanding condition throughout, modified camshaft; offers around £550.—Peel, Glenthorpe, Staircase Lane, Branhope, Nr. Leeds. [3479

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

ATALANTA

ATALANTA 1946 coupe, 12-cyl., beautiful body by Abbott, as new, value £1,500; offered at £950; great bargain.—Box 0562. [3305

AUSTIN SEVEN

DICKS.

1939 Austin 7 saloon, choice of two; £295.

DICKS CAR SALES, Ltd., 595-601, High Rd., Kilburn, N.W.10. Maida Vale 6888-9. [C1072

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1935 Austin 7 Ruby saloon, beige and black, leather upholstery, sliding roof, excellent mechanical order; 155gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £300 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds.). [C4047

1938 Austin Ruby saloon, bargain price; new car allotted.—Tel. Warminster 269. [3444

LOOK! An exceptional 1939 Austin Big 7 4-door d/l saloon; £275.—Roys Autos, Euston 2700. [C3059

1935 Austin 7 saloon in perfect condition; licensed and insured; £200.—Prospect 5161. [3555

1939 Austin Big 7 saloon, black/blue leather, very nice order throughout; £350.

WARD'S of Putney, 72, West Hill, S.W.15. Vandyke 1533. [C4044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

AUSTIN Ruby de luxe saloon, 1935, re-conditioned engine, genuine; £175.—Welwyn Garden 3286. [3196

AUSTIN 7 Ruby saloon, late 1935, very good order throughout; £175.—69, High St., Bedmond, Watford, Herts. [3217

225 gns.—Austin 7, 1937, Ruby de luxe saloon, black, sliding head, brown leather, very good condition; terms, exchange.—Rowland Smith, below.

165 gns.—Austin 7, 1936, drop head cabriolet, grey, leather upholstery, very good condition; choice of 5 Austin 7s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1934 Austin 7 sun saloon, 51,150 miles only, blue interior leather excellent, mechanically perfect, body recellulosed blue/black, taxed; 138gns.—Buc, 6947. [2892

1938 Austin Big 7 de luxe saloon, reconditioned engine and thorough overhaul; exceptionally fine economical car; taxed end of year; £525, or offer.—Danbury 168. [3560

AUSTIN 7 very attractive little station wagon body, maroon and varnished wood finish, engine rebored, chassis overhauled, £85, o.n.o.; also Austin 7 van, newly overhauled, 4-speed gearbox, £90 (private).—Twitten Orchard, Nutbourne, Pulborough. [5097

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase Specialists.

1940 Austin 8 4-door saloon, very sound mechanically, roomy and economical, crocodile front, taxed year; 256gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

ROUNDABOUT offer:—

1946 Austin 8 4-door saloon in really first-class condition; £585.

ROUNDABOUT GARAGE, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058

B. J. HUNTER, Ltd., offer:—

1947 Austin 8 saloon, really as new; £550.—Below.

B. J. HUNTER, Ltd., 32, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GATEHOUSE MOTORS offer:—

1939 Austin 8 saloon, in excellent condition, new engine fitted; £350.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

1946 Austin 8 saloon, in excellent condition; £525; many others at all prices.

ARSENAL GARAGE, Ltd., 2, Chester Close, Chester St., S.W.1. Slo. 3644. Trade enquiries invited.

1947 (Nov.) 8hp sunroof saloon, beige/brown, excellent condition; £570.

H. A. SAUNDERS Ltd., 144, Golders Green Rd., N.W.11. Speedwell 6011. [C4004

AUSTIN 8 1946 saloon, absolutely as new, new engine, 8,000 miles only; nearest £495.—Bishopsgate 7002.

295 gns.—Austin 8 1939 saloon, black, good tyres, in excellent condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Austin 8 (April, 1942) saloon, grey, blue leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£489.—1946 model Austin 8hp 4-door saloon, smart, reliable car; absolute bargain; terms, exchange.—Traynor Motors, L.d. at East Ham, Grangewood 2850, 5854. [C4032

1946 Austin 8 saloon, 4-door, sunshine roof, black, brown leather, disc wheels, excellent tyres and battery, exceptionally immaculate condition throughout; £565.—Tel. Hither Green 2694. [3213

1947 Austin 8 saloon, sun roof, black with brown leather in original condition, serviced by us, good tyres, taxed year, one owner; £595.—Ironbridge Service Depot, South Rd., Southall, Middx. Southall 2655. [2491

1947 Austin 8hp de luxe saloon, black/brown leather, radio, in exceptional condition, very clean, any inspection invited; 3 months' guarantee; £625.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Austin Eight Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN TEN

BLUE STAR GARAGES, Ltd., offer:—

AUSTIN 10s for sale; 1936 cabriolet, £250; 1936 saloon, £250; in good order.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

1940 Series Austin 10 de luxe saloon; £450.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3023

£545.—Austin 10 saloon, 1946, black, very good car at bargain price.

STARNES MOTORS, 105, The Broadway, Cricklewood, N.W.2. Gladstone 2468. [3542

AUSTIN 10, 1947 (Sept.), 20,000 miles, immaculate condition.—Tel. Greenock 1313. [3242

1947 Austin 10, one owner, pleasure only, regularly garage maintained, new engine; £725.—4, Longley Rd., Tolnham, Kent. [3504

1946 Austin 10 saloon, really excellent condition throughout, engine completely reconditioned, taxed year; £585.—Per 7705. [3454

1935 Austin 10 Lichfield saloon, excellent condition; £255.—Allen & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [3816

AUSTIN TEN

£265!—Austin 10 Lichfield de luxe saloon, excellent bodywork, mechanically 100%; absolute gift at this price.—Below.

£375!—Austin Cambridge de luxe saloon, spotless bodywork and outstanding value at this price; choice 4 other Austin 10s; 3 months' guarantee; hire purchase, exchanges.

LAMING OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

LOOK.—A rare and distinguished 1939 Austin 10 London drop head foursome coupe, maroon, discs, etc.; £375.—Roys Autos, Euston 2741. [C3059

NOR sale, £150; Austin 10 saloon, engine exempt, new batteries, 2 new tyres, 1934.—Lady Morgan, 5, Wellington St., S.W.3. Sloane 1602. [3615

1946 Austin 10 saloon, guaranteed, £490; 1939 saloon, £350; easy payments.—Oldfield, 396, Kensington High St., W.14. Wes. 6631. [C3029

£385.—1939 Austin 10hp saloon de luxe, blue.—Vanderveils (Buyers of Good Used Cars), 115, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1943 Austin 10 saloon, not ex-Govt. vehicle but exactly similar in appearance to post-war model; excellent order; 3 months' guarantee; £495.

C. & W. MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1936 Austin 10 saloon, engine overhaul, including cylinder liners, just completed, new radiator, taxed; £225.—Dr. Frank, Royal Infirmary, Chester. [3467

1947 Austin 10, one owner, black/brown leather, immaculate throughout, excellent mechanically; £625.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£199 1935 Austin 10/4 de luxe saloon, an excellent little car for a modest outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1936 Austin 10 Sherborne, recent complete re-condition; £245.—Smith and Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2813. [C4019

1935 Austin 10 Lichfield saloon, one owner since 1936, maintained exclusively by ourselves, mechanical condition guaranteed, an exceptional smart car; £225.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5075. [C3006

1946 Austin 10 de luxe saloon, black/brown hide upholstery, taxed year, in good condition; £550.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3096

1947 Austin 10hp de luxe saloon, black/brown leather, radio, any inspection invited; £675.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1934 (October) Austin 10, well preserved, mileage old but genuine, taxed; £275; seen Anglesey; would consider part exchange for Alvis 14, 1939 or later.—Box 0512. [3395

£195!!!—1936 Austin 10 Lichfield saloon, 4-door de luxe model with sun roof and high quality leather upholstery, coachwork finished in maroon and black, engine just decoked, serviced and tuned in our workshops, tip-top value.

£495!!!—1946 (Nov.) Austin 10 saloon, black, brown leather, original finish, an excellent runner with good tyres, new Exide battery, Lucas spot lamps, etc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars, ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers who call from the country. Showrooms open till 8 p.m. Monday/Saturday. Open Whit Monday 10 a.m.–5 p.m.

£545 gns.—Austin 10, 1946 de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Austin 10 saloon, genuine low mileage, one owner since new, green and black, green interior, part exchanges, deferred terms, written guarantee.—Chain Garages, Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Perivale 4404-5. [C1043

Austin Ten Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—197, Euston Rd., N.W.1. Euston 1212. [0063

ROWLAND SMITH'S.

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041. [0920

FERRARIS OF CRICKLEWOOD, Ltd., buy Austin saloons at full market value, post-war preferred.—200-220, Cricklewood Broadway, N.W.2. Gla. 2254.

CAMDEN MOTORS urgently require 1939/40 Austin 10 saloons.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). [W1035

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A40 saloon, radio, heater, 15,000 miles; £995.

1949 Austin A40 saloon, heater, 18,000 miles; £975.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

RUSSELL MOTORS offer:—

1949 Austin A40 Devon, radio and heater, moderate mileage; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 0258. [C2040

B. J. HUNTER Ltd., offer:—

1949 (December) Austin A40 saloon, choice of two, one black; one black; £825.

B. J. HUNTER, Ltd., 32, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, black with beige upholstery, heater, 8,500 miles; £595.

836—942, High Rd., N.12. Hillside 0084.

1950 (July) A40 Devon, mileage less than 6,000, dark green, heater, like new; £1,000.—Box 0226. [3228

AUSTIN A40

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 saloon, grey, blue leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1950 A40 sunroof saloon, grey and beige, heater, immaculate; £894.

H. A. SAUNDERS Ltd., 144, Golders Green Rd., N.W.11. Speedwell 6011. [C4004

1949 Austin A40 4-door saloon, 12,000 miles, immaculate condition; £795.

MAYFAIR CARRIAGE Co. Ltd.: The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

1949 Austin A40 Devon saloon, beige with orange upholstery, £895; terms, exchanges.

MASON BROTHERS (MOTOR BODY ROOMS), 101-103, Fitzwilliam St. (off The Moor), Sheffield 1. Tel. 24607. [C3008

1949 (November) Austin A40, one owner, low mileage, original tyres, perfect; £890; h.p. terms arranged.

LEE GREEN MOTORS, 343-5, Lee High Rd., S.E.12. Tel. Lee Green 0394. [C2056

AUSTIN A40 Devon, July 1950, 9,000-odd miles, condition as new, bottle green; £975; private owner (no dealers).—Box 0859. [3500

1949 Austin A40 Countryman, 15,000 miles; £875. —E.F.S. Motors, Kingston-by-Pass, Esher. Tel. Emberbrook 3000. [C2004

1949 Austin A40, 15,000 miles, faultless; £795.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [C2014

1950 Austin A40 Devon saloon, heater, appearance as new; £895.—Lawton-Goodman, 36, North Audley St., W.1. [C3032

1949 Austin A40 utility, carefully used; genuine offer, £650.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon. 3848. [3536

1949 Austin A40 Devon, green with beige interior, one owner, careful owner; £750.—Day's Garage, Ltd., Lowestoft. Tel. 1551-2. [3511

1950 Austin A40 saloon, heater, 15,000 miles, one owner, finished black, taxed year; £995.—2, Clinton Court, Seaford. Tel. 2620. [3298

1949 Austin A40 saloon, small mileage; £945.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [C1012

1950 Austin A40 saloon, radio, heater, 14,000 miles, carefully used; £875.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon. 3848. [3525

1949 (Sept.) A40 sun saloon, green, heater, exceptional condition; £895.—Dobsons, Ltd., Austin Agents, Staines, Middlesex. Tel. 801. [C1074

1950 (Nov.) Austin A40 saloon, grey, with loose covers, trafficators, heater, mileage 11,265; £975.—N. F. Boyes, Hartford House, Huntingdon. [3635

1950 Austin A40 saloon, radio and heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3586.

1950 (Jan.) Austin A40 Devon sun saloon, black, leather upholstery, heater, low mileage, one private owner, taxed December; £935; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

795 gns.—Austin A40 (February, 1949) Devon 4-door saloon, blue, fawn leather, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

645 gns.—Austin A40 (July, 1948) Dorset saloon, Portland grey, brown leather, radio, heater, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

WALTER SCOTT, Ltd.—1949 Austin A40 Devon, blue, 19,000 miles, heater, one owner; £895; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1949 Austin A40 saloon, blue, sliding roof, radio and heater, exceptionally well maintained by one owner; £835.—Vanderveils (Buyers of Good Cars), 115, Haverstock Hill, N.W.3. Primrose 4441. [C4037

Austin A40 Cars Wanted

T H E

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

PHŒNIX MOTOR Co. (SURREY) Ltd., High St., Sutton, Surrey. Vigilant 1121. [W2044

AUSTIN A40 cars wanted.—Motourists (London), Ltd. are immediate cash buyers of A40s with Devon saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

CAR MART, Ltd.

LONDON Distributors.

1946 Austin 12hp saloon, six months' guarantee; £650.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1946 Austin 12 saloon, very roomy and economical car; £695.

B. J. HUNTER, Ltd., 32, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

£295!—Austin 12/4 1939 saloon, excellent condition throughout.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2695. [C1038

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

R J. SHANKS & Co., Ltd. (Est. 1897), offer:—

1938 Austin 12hp de luxe saloon, dark blue, blue leather, taxed; £595.

BAKER Street, Weybridge, Surrey. Tel. Wey. 117.

1939 Austin 12 saloon, excellent condition; £795 lowest.—Dean, Forston, Dorchester 989.

1937 Austin 12 saloon, black exterior, brown leather interior, very clean and in good running order; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C2006

1939 Austin 12/4 convertible saloon, bargain; £595.—A.Z. Motors, Palmerston Rd., S.W.6. Mal. 4723. [C1011

£385—1939 Austin 12/4 de luxe saloon, recent extensive overhaul.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 model Austin 12 saloon, one owner, very good tyres and battery, recent complete Layton engine overhaul; £550.—Box 0543. [3551

L F. DOVE offer: 1937 Austin 12 de luxe saloon, one owner since new, magnificent condition; £425.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£265!!!—1937 Austin 12 saloon, must be seen, unrepeatable value at this price.—Northern Motors, of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

A USTIN Ascot saloon, 11.9hp, late 1939, in good running order, petro' consumption approx. 20 mpg., one owner only.—Rymill (Mr.), 24, Kings Rd., St. Leonards-on-Sea, Sussex. [3343

1946 Austin 12 saloon, 30,000 miles, navy coachwork and leather upholstery, sliding roof, steel liners in cylinders, perfect condition.—58, Carlin Gate, Blackpool. Tel. 51160. [C1078

£395!!!—1940 Austin 12 saloon, new type model with lift-up front and similar features to 1946 series, original finish in black with brown leather interior, very roomy body, sound and economical motor, unrepeatable value.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for cost free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. Open Whit Monday 10 a.m.-6 p.m. [C1055

595 gns.—Austin 12 1947 4-door saloon, black, perfect condition, heater, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1934 Big 12/4 Saloon, leather, black, wonderful condition, certified mechanically, licensed year, economical, reasonable cost. A. & S. 2 Providence Court, North Audley Street, Mayfair-2941.

Austin Twelve Cars Wanted

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THE CAR MART, Ltd., London distributors wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S the Austin buyers.—Hampstead High St., (Hampstead Tube), Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motorists' Mart (London), Ltd., East Finchley Station, N.2. Tudor 2501-2. [0094

AUSTIN SIXTEEN

CAR MART, Ltd.

L

LONDON Distributors.

1948 Austin 16hp saloon, heater, 19,000 miles; £750.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

MONTROE MOTORS offer:—

1948 (Oct.) Austin 16, as new, one owner, unrepeatable bargain; £745.

MONTROE MOTORS, (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5015

GATEHOUSE MOTORS offer:—

1936 Austin 16 saloon, long chassis, in immaculate condition; £275.—Gatehouse Motors, Ltd., Fairgate Village, London, N.W. Mog. 4444. [C0201

D J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown cloth and leather interior, excellent condition throughout, £925.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Edmonton, Howard 1651. [C4009

AUSTIN 16, 1948 (Dec.), 25,000 miles, in new condition.—Tel. Greenock 1515. [3243

1948 Austin 16 saloon, in excellent condition; £815, many others at

ARSENAL GARAGE, Ltd., 2, Chester Close, Chester St., S.W.1. Slo. 9844. Trade enquiries invited.

AUSTIN 16hp 1949 model, black/brown hide, one owner; £860.—J. Davy, Western 9641. [C1069

1938 Austin 16, good condition; £325.—Salvati Motors, 74, Salcott Rd., S.W.11. Bat. 1167.

1947 model Austin 16 saloon, black, leather interior, faultless throughout; £610.—12, Church St., Luton 4215. [3590

1949 Austin 16, dark blue, brown hide, radio, heater, tailored seat covers, genuine 14,000 miles; almost as new; £975.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2518

1948 Austin 16 saloon, new engine, excellent condition throughout.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

1949 Austin 16hp, under 20,000 miles, new tyres and battery, one owner, perfect condition; reasonable.—Tel. St. Albans 1497. [3299

UNREPEATABLE!!!—1946 Austin 16 de luxe saloon, extremely sound condition; £595.—A.Z. Motors, Palmerston Rd., S.W.6. Mal. 4723. [C1011

725 gns.—Austin 16 1949 de luxe saloon, grey, sliding head, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Austin 16 (December, 1946) de luxe saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 Austin 16 S.R. saloon, heater, radio, taxed year, one owner any trial; £760 or exchange.—11, Perrymead, Prestwich, Manchester. Prestwich 2051.

AUSTIN SIXTEEN

A USTIN 16, 1948, green, brown hide, sliding head, heater, radio, under 9,000 miles, practically spotless, one owner; best offer over £1,000.—Box 0542.

1949 Austin 16, green, brown upholstery, in as new condition, 16,000 miles, privately owned, taxed to December; £925; no dealers.—Day Park 5671, evenings Per. 2407. [C5027

£595!—1946 (Oct.) Austin 16hp saloon, two owners, 27,000 miles only, black/brown.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1947 Austin 16 saloon, black, brown leather, supplied and maintained by us, good tyres, one owner; £750.—Ironbridge Service Depot, South Rd., Southall, Middx. Southall 2655. [2492

A USTIN 16hp saloon, late 1948, heater, radio, reclellulosed, in excellent condition, may be seen at any time, price reasonable. Apply Mamaging Secretary, Godalming & District Co-operative Society, Ltd., 12, Bridge St., Godalming. [5195

1948 Austin 16hp saloon, black/brown leather, heater, sliding head, reconditioned engine fitted, mechanically very good, any inspection invited, one owner; £745.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer 1948 (Aug.) Austin 16 saloon, nominal mileage, blue, black wings, brown leather upholstery, cord rear seat, heater, exceptional condition, immaculate appearance, one owner, any trial, guaranteed; £875; terms or exchanges.—Tel. Watford 4491.

HIRE Limousine 1951, partition, forward occasionals, leather, low mileage, £925.

A LPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941.

Austin Sixteen Cars Wanted

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CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0955

A USTIN 16 1948 and 1949 saloons wanted.—Motorists, East Finchley Station, Tudor 2501. [0705

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0922

HIRE Limousine 1949-1951 required, please send full details and price.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

A CRES offer:—

1950 Austin A90 power-operated convertible, finished in bronze with light fawn leather upholstery, heater, radio, taxed, speedometer reading 16,000 miles undoubtedly genuine, carefully used and maintained by present owner and in truly magnificent condition throughout; unrepeatable at £1,050.

1950 (late) Austin A70 saloon, finished in black with light fawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950.

A CRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.

L

LONDON Distributors.

1950 (Nov.) Austin A70 saloon, radio, heater, 10,000 miles, £1,075.

1949 50 Austin A70 saloon, heater, 14,000 miles; £925.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

JACK ROSE Ltd. offer:—

1949 August delivery A70 saloon, black with beige upholstery, one owner, almost as brand new, mileage 19,000; accept £875.—Jack Rose, Ltd., Stafford Rd., Wallington. Wallington 6677-8. [C3056

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, fawn with brown interior, radio, heater, 9,500 miles; £1,095.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT Ltd. offer:—

1950 Austin A70 saloon, black, brown leather.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 (December) Austin A90 saloon, 2,000 miles (subject to balance of B.M.T.A. covenant), current list price.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

1950 Austin A90 drop head, mil., 9,000; £1,095.

EXCHANGE. "Lingwood," Upper Bassett Ave., Southampton Tel. 68852. [9926

CLAND & PARBOIT, Ltd., Welwyn 481, offer with three months' guarantee:—

A USTIN A70 saloon, registered 1949, finished green, beige leather upholstery. [C1001

LOCKE—1950 A70, radio, heater, taxed December, low mileage; £995.—Roys Autos, Euston 2700. [C3059

1950 Austin A70 saloon, blue, blue hide, radio, heater, sliding roof, genuine, 11,000 miles, one owner; £1,195.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9605

A USTIN A90 saloon, 9,000 miles, grey, radio, heater, mats, seat covers, July, 1951, B.M.T.A. permission.—Sanderstead 2241. [8970

1950 Austin A70 sunshine saloon, black, 12,000 miles; £1,050.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

AUSTIN A70 & A90

7500 miles, one fastidious owner, Nov., 1950 A70 saloon, radio, heater, as new; £1,075; no dealers.—BM.SLIE, W.C.1. [3401

A USTIN A90 power-operated convertible, 1950, green, beige hide, radio, heater, one owner, 6,000 miles; £1,175.—J. Davy, Western 9641. [C1069

1949 Austin A70 sun saloon, 10,000 miles, super condition; £895.—Percy Ailey & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. [2815

1950 A70 saloon, 8,000 guaranteed; £1,000; three more 1949 £950; payments.—O.difford, 266, Kensington High St., W.14. Wes. 6631. [C5029

(SEPT., 1950) Austin A70 Hampshire saloon, light grey with brown leather, sun roof, 10,000 miles, beautifully maintained by one careful owner; £1,095.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

1951 (July) Austin Atlantic saloon, low mileage, M.T.A. permission; terms arranged; £1,175.—Ireleven, Dunwell, Woburough, Devon, Modbury 220.

1952 Austin Atlantic saloon black, 4,000 miles only, B.M.T.A. permission, list price.—John Ireland (Wolverhampton), Ltd., Bilston St., Wolverhampton. [3294

A USTIN A90 Atlantic 1950 drop head, hydraulic hood, etc., one careful owner, mileage 12,000; price £1,000. J. Sworder, Chestnut Farm, Hazlemere, Bucks. Tel. Holmer Green 5207. [3520

1951 (October) A90 saloon, black, ivory leather, 11,500 miles, taxed one quarter, absolutely free of covenant; £1,430.—Igloo, Ltd., Cunliffe Rd., Blackpool. Tel. 24157.

A USTIN A70, sun roof saloon, finished light blue, heater, one owner, mileage 11,500, perfect condition; £975.—Rosebery Garage, Ltd., Tottenham Lane, N.8. Mou. 3019-2261. [2767

1951 (May) Austin A90 sports saloon, grey, mileage only 4,000, brand new condition, heater, B.M.T.A. permission to sell; £1,200.—Long, 58, Broad St., Staple Hill, Bristol. [5495

A PRIL, 1952, black, red hide, heater, radio, 6,000 miles only; subject to balance of (B.M.T.A. Covenant) list price.—Premier Motor Co., Aston Rd., Birmingham, 6. Aston Cross 5271. [2790

1949 (July) A70 saloon, green, sun roof, heater, export radio with short waves, in really good condition, original and MOT; £975.—Apply Redcot, Kingston St., Mary (Tel. 229), Taunton. [2607

A USTIN Atlantic A90 1951 for sale, mileage 28,000, excellent condition, attractive beige/deep pink; offers over £1,000 invited, approx.—T. Sheridan Hughes, 18, Ovington Gdns., S.W.3. Kensington 1362. [5537

1950 March Austin A90 all-electric convertible, blue, one owner, low mileage, real showroom condition throughout, £975.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

1952 (March) Austin A90 saloon, as new, subject to remainder of covenant and B.M.T.A. permission to sell; list price £1,430.—Apply F. F. Baker, Basthorpe Hall, Nr. King's Lynn. Tel. Syderstone 248.

1951 (April) Austin A90 sports saloon (B.M.T.A. consent), balance of covenant to be cancelled (11 months), grey with grey leather, very low mileage, heater, radio and other extras, offered at £140 below current list price obtained or guaranteed.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1055

850 gns.—Austin A70 (July, 1949) A70 saloon, black, sliding head, heater, one owner, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

NAYLOR & ROOT Ltd.—1950 Austin A70 duo brown, sunroof, radio and heater, low mileage; £1,075; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each weekday including Saturday. [C2022

Austin A70 and A90 Cars Wanted

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0553

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0581

N B—Austin owners: Cash awaits your A70 or part exchange for a sound used car; see us first.—Rawlings Bros., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161. [0415

AUSTIN EIGHTEEN

MEBES & MEBES Ltd., (est. 1895) offer:—

1939 Austin 18hp Ivor 7-passenger limousine, grey, hide upholstery to match, division, excellent condition throughout, one owner; £895.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

18hp 1939 Austin 7-seater, black, brown hide upholstery, in original condition; £595; terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2031

£495!—Magnificent 1937 Austin 18 long chassis 7-seater saloon, reconditioned engine just fitted and rest of vehicle beautiful; absolute gift at this price; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

A&S Seven passenger Saloons also Limousines, selected carriages, with mechanical guarantee certificate.

LIMOUSINES 18hp. 1937/1938/1939, partitioned forward occasionals, leather, reasonable cost. Seen:—ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941.

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0924

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0986

AUSTIN TWENTY

£100 7-8-seater limousine 1934, Nov., excellent chassis.—Cousens, Hinsden 2769, Northgate. [5189

£245 ens.—Austin 20 1936 Mayfair 7-seater limousine, black, upholstered leather throughout, folding partition, face-forward occasionals, roof luggage carrier, discs, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

LIMOUSINE 1938, partition, 7-forward, black, exceptional throughout, steel wheels, certified mechanically; £605.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941.

ROWLAND S... "It's the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0929

AUSTIN TWENTY-EIGHT

A&S Limousine, Hanelagh, 1939, partition, forward occasionals, leather, certified mechanically, magnificent condition carriage, bargain price. Ecch...

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941.

AUSTIN A125 & A135

BROOKLANDS

1951 Austin Sheerline limousine, black, speedometer reading 2,500.

103 New Bond St., London, W.1. Mayfair 8551/6. [C1029

CAR MART, Ltd.

LONDON distributors.

1950 Austin A125 Sheerline saloon, radio, heater, 15,000 miles; £1,595.—Car Mart, Ltd., Austin House, 297, Euston Road, N.W.1. Euston 1212.

NEWNHAMS, Ltd.

1952 (Jan.) Austin Sheerline saloon, black with beige, mileage 2,026; B.M.T.A. permission.

1950 Austin Sheerline saloon, black with grey, excellent condition.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 3249. [C3024

ARTHUR MULLINER Ltd., offer:—

1950 Austin A125 Sheerline saloon, first registered 12/6/50, finished grey with grey leather upholstery, one owner, fitted radio, heater and twin spotlamps, in excellent condition throughout, it will pay you to telephone or write for the latest price list of our comprehensive stock, and terms of our incomparable 6 months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

GUY SALMON AUTOMOBILES, offer:—

1949 (June) Austin Sheerline saloon, colour black, 16,000 miles, really faultless condition; £1,595.

1949 Austin Sheerline saloon, specially finished in maroon with chrome radiator cowl and Ace embellishers, a most outstanding and superb example, one owner, 30,000 miles; £1,395.—Putcombe Rd., Thames Ditton. Emberbrook 5551-3-5. [C4001

CLAND & TABOR, Ltd.: Welwyn 481, offer with a three months' guarantee:

AUSTIN Sheerline saloon, registered 1950, finished metallic grey, grey leather, immaculate condition.

1949 Austin Sheerline, sunmetal grey leather, radio, heater, mileage 16,000, one owner.

RIPCO Ltd. (Austins Purchase), 16, Albemarle St., Mayfair, London, W.1. Regent 2952.

AUSTIN Princess 4-litre, 1948, black, 45,000 miles, one owner, chauffeur driven, radio and heater.—Box 0626. [3226

1949 Austin Sheerline saloon, black; £1,695.—C. A. Peto Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3043

£1250 1949 Sheerline, 25,000 miles, grey, radio, heater, perfect condition, one owner.—Clowes Bir.hall, Leek, Staffs. Tel. 685. [2958

1949 Sheerline, black fawn leather, radio and heater, immaculate, £1,250.—J. C. Waugh, Carlotti, Chilton, nr. Didcot. Tel. Rowstock 333. [5341

8000 miles.—1950 Sheerline saloon, black, fawn leather, radio and heater, magnificent car.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3008

1950 Austin Sheerline saloon, radio and heater, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5988.

1951 Austin A135 Princess saloon, 8,000 miles only, maroon with fawn leather; sale authorized by B.M.T.A. 14 mths. covenant applies; £1,256.—Les Garages, Ltd., 8, Lexington St., W.1. Ger. 8020 [5598

1949 Austin Sheerline saloon, colour grey and grey leather, mileage 16,000, heater, radio, immaculate condition in every way; £1,525.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

LATE 1949 Austin Sheerline black saloon car for private sale, fawn leather upholstery, sliding roof, extra fittings, genuine mileage under 18,000, one owner, continuously maintained, perfect condition, as new; price £1,600; view by appointment.—Box 0045. [2795

£1100 or near offer.—Vandervell's offer on behalf of the original owner, 1949 (November) Austin Sheerline, black/brown leather, fitted radio, chauffeur driven and serviced since new by ourselves.—215, Haverstock Hill, N.W.3. Primrose 1441. [C4037

ARCHIE SIMONS & Co.* Ltd.*—1951 (Dec.) Austin Sheerline saloon, cocoa/ black, beige leather upholstery, fitted radio and heater, an opportunity to purchase a virtually new car having covered only 2,100 miles, owner gone abroad, B.M.T.A. permission to sell, offered at the attractive figure of £1,850. 1949 Austin Sheerline saloon, colour black, beige leather upholstery, loose covers, radio and heater, nominal mileage, one owner only, immaculate in every way; £1,295.—94, Oxford St., W.1. Lan. 1343. [C4013

Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE, Euston 1212.

[0858

AUSTIN MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon, £1,625.

GORDON CARS (LONDON), Ltd.—1950 Austin A90 convertible coupe, £395.

GORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, £875.

GORDON CARS (LONDON), Ltd.—1950 Austin A90 saloon, £975.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2025

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power Limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4601-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0926

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 5000 Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Cornatt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 255. [0541

Austin Spares and Service

AFIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in stock, open Saturday until 6 p.m., night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123.

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision

NORMAND, Ltd., 605-9, King St., W.6. Riv. 5665. [0223

CG. NORMAN & Co.

AUTHORIZED Austin retailers service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0977

THE CAR MART, Ltd.

LONDON distributors, spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [0610

FOR Austin spares and replacement units.—Sands, Burnham, Bucks, 84.

AUSTIN 7 spares, lowest prices, largest stock, stamp for price list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448

AUSTIN 7 spares, any year, any part, largest stock in U.K. exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820.

BROCKBURST GARAGE.—Harrow agents for Austin; sales, service (reconditioned units).—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0208

WEST LONDON.—Rogers Garage: repairs and service stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [83054

AUSTIN spares for cars, van and commercial vehicles —J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedfont, Feltham, Middlesex. Tel. Feltham 3074. [0390

AUSTIN 20 1939 spares, new and reconditioned, list on application, company having disposed of this model have a number of parts redundant.—Taylor & Lown, Rosemount Rd., Hampstead, N.W.3. Hampstead 6454. [5531

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, rear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0164

BENTLEY (3½- & 4½-litre)

PBL TD.

1934 3½-litre Bentley Park Ward sports saloon, black and grey, with grey leather upholstery.

1934 3½-litre Bentley Park Ward sports saloon, all black with blue leather upholstery.

1934 3½-litre Bentley Park Ward sports saloon, all silver with green leather upholstery.

1934 3½-litre Bentley H. J. Mulliner sports saloon, all black with grey leather upholstery.

ALL cars in superb order throughout.

PADDON BROS., Ltd., 60, Cheval Place, S.W.7 Ken. 9477. [C3083

CYRIL SHEPPARD offers:—

1939 4¼ Bentley Park Ward saloon, maroon and black, fitted radio; £1,850.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [3587

BENTLEY (3½- & 4½-litre)

JBL

JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce stock list of used models on request to

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067

CM

CAR MART, Ltd.

1949 Bentley Mark VI standard steel saloon, maroon with beige leather upholstery, six months' guarantee; £4,250; passed by makers.

1948 Bentley Mark VI standard steel saloon, black with beige leather upholstery, six months' guarantee; £3,850, passed by makers.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1089

P&J

PASS & JOYCE, Ltd., offer:—

1949 (October) Bentley Mark VI standard saloon, green with light brown upholstery, 36,000 miles, one owner, radio, heater, immaculate condition six months' guarantee; £4,250.—184, Gt. Portland St., W.1. Museum 1001. [C3035

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley distributors.

1949 Bentley Mark VI standard steel saloon, tudor grey with grey leather.

1948 Bentley Mark VI Mulliner bodied saloon, blue with blue leather upholstery.

1948 Bentley Mark VI standard steel saloon, black with brown leather, long steering column.

1947 Bentley Mark VI standard steel saloon, black with blue leather upholstery.

PHONE, call or write for further particulars; demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0906

BROOKLANDS.

1949 (Dec.) Bentley Mark VI Park Ward drop head coupe, one owner; overhauled and passed by makers; grey.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

RF. FUGGLE, Ltd.

1950 (Nov.) Bentley Mk. VI standard steel saloon, one owner, 2,300 miles, grey and black, maroon upholstery.

FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

PARK WARD & Co., Ltd.,

OFFICIAL Bentley retailers.

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0665

JACK OLDING, of Mayfair.

OFFICIAL Bentley and Rolls-Royce Retailers.

HAVE a selection of first-class used Bentley and Rolls-Royce cars, details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 4534. [C3030

RC. MORTLAKE offers:—

1934 3½-litre Bentley Gurney Nutting sports saloon, many extras, exceptional mechanical condition.

1936 3½-litre Bentley Park Ward sports saloon Bentley maintained, exceptional mechanically.

1937 4½ Bentley Park Ward d.h. coupe.

RC. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30, Arnold 4604. [C3017

RUSSELL MOTORS offer:—

1937 4½ KT series, fitted with a very beautiful Continental foursome coupe, many extras; £1,425; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9268. [C3060

CLARKE & SIMPSON offer:—

1934 3½ Park Ward d.h.c.

1936 4½ Gurney Nutting saloon, 53,000 miles only.

1937 4½ Park Ward saloon.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727.

SAUL & SLATTER, Ltd., offer:—

1936 4½-litre Bentley H.J. Mulliner saloon, 4-door, fitted suitcases, H.M.V. radio, heater, 11,000 miles since Bentley 4,000 overhaul; £1,250.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173.

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1947 (July) Mark VI Bentley 2-door foursome drop head coupe by Windover, colour two-toned grey, fitted with radio, heater, Trico windscreen washer and special luggage carrier, speedometer reading 56,565 miles, car in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., 14, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

HOFFMANNS GARAGE, Ltd., HUDDERSFIELD Rd., HALIFAX.
GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD memoers of the Swain Group.
NATIONAL motoring organisation.

1950 Bentley Mark VI 3½-litre standard sports saloon, black with brown hide. Ref. H.8537.
1949 Bentley Mark VI 4¼-litre standard sports saloon, black with maroon hide. Ref. H.9068.
1949 Bentley Mark VI 4¼-litre standard sports saloon, grey with blue hide. Ref. H.8897.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD Rd.,
HALIFAX, Yorkshire.
TEL. Halifax 5944. [C2037

SWANMORE GARAGE offer:—

1947 Bentley Mk VI steel saloon.
1938 Bentley 4¼ H. J. Mulliner saloon.
1937 Bentley 4¼ Cockshoot saloon.
1937 Bentley 4¼ Gurney Nutting saloon.
1936 4¼ Barker 2-door saloon.
1937 Bentley 4¼ Vanden Plas d.h. 4-str.
1936 Bentley 3½ Mayfair 2-door saloon.
1936 Bentley 3½ William Arnold saloon.
1935 Bentley 3½ Park Ward saloon.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 1022. [C4024

MASCOT MOTORS Ltd., offer:—

1938 4¼-litre special James Young 2-seater coupe
1936 3½-litre Gurney Nutting sports saloon.
1934 3½-litre Thrupp & Maberly sports saloon.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007

MANN EGERTON & Co., Ltd., offer:—

1950 Bentley Mk. VI steel saloon, black with beige leather upholstery, radio, air conditioning and sun roof, 4,000 miles.
1949 Bentley Mk. VI drop head coupe by Park Ward, grey with grey leather upholstery, 11,000 miles, radio and air conditioning fitted.
1948 Bentley Mk. VI steel saloon, grey with maroon leather upholstery, 37,000 miles.
1947 Bentley Mk. VI steel saloon, black with fawn leather upholstery, 54,000 miles, overhaul just completed and modifications carried out.

14 Berkeley St., London, W.1. Regent 2073. [C2006

H. M. BENTLEY & PARTNERS, Ltd.

1937 4¼-litre Bentley Hooper sports saloon, 38,000 miles.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

P. J. EVANS Ltd., of Birmingham, offer:

1950 (July) Mark VI standard saloon, black, brown hide, mileage 15,000, one owner.
1948 (July) Mark VI standard saloon, black, beige hide, mileage 40,000.
1948 (May) Mark VI standard saloon, two-tone green, maroon hide. 1950 features, mileage 33,000.

P. J. EVANS, Ltd., Rolls-Royce and Bentley Official Retailers, 81-91, John Bright St., Birmingham, Midland 2911.

LARGE stock of 3¼-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17 Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

BENTLEY 3½-litre drop head foursome coupe by Windover, registered October, 1935, E.J. series, finished two-tone green, green leather, very attractive car. [C1001

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1950 Bentley Mk. VI standard steel saloon, two-tone grey, blue grey leather, one owner, chromium plated luggage grid, chauffeur maintained, serviced and guaranteed, really perfect condition; £4,450.
1937 Bentley 4¼ Park Ward razor-edge saloon, black, grey hide, at present undergoing pre-sale check over, outstanding condition; £1,650.

WE can also offer from stock several other late models.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936-8. [C2010

1948 Bentley Mark VI standard saloon, grey, with grey upholstery, 28,000 miles, excellent condition.

EUSTACE WATKINS, Ltd., 12 Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181.) [C4046

LATE 1950 3½-litre Bentley Park Ward saloon, 2,000 miles since complete repaint, mechanically excellent, private; £1,900.—Box 0544. [3552

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery. For fullest particulars apply:—
GROSE, Ltd., Northampton. Tel. Northampton 4540. [6490

BENTLEY (3½- & 4¼-litre)

1936 (Nov.) Bentley 4¼ Park Ward special sports de luxe saloon, taxed year, immaculate condition; £1,250.—Tel. Reigate 5081. [3647

BENTLEY 1949 (July) standard steel saloon, grey lower panels with black top, blue leather, one owner, 50,000 miles, immaculate condition.

CHARLES ATTWOOD & SON, Ltd. (Rolls-Royce and Bentley Retailers), Wolverhampton, Tel. 20634.

1947 Bentley saloon, Mark VI, faultless mechanical history; £2,895.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [3094

BENTLEY 4¼-litre Vanden Plas saloon, over £500 spent with makers, photo available; £1,695.—Lawrob-Goodman, 36, North Audley St., W.1. [C2022

BENTLEY 1947 Mark VI saloon, fully modified, black, very well maintained.—Details from Sanderson & Holmes, Ltd., London Rd., Derby. Tel. 47471. [3508

BENTLEY 1949 dual grey sports saloon, blue upholstery, 35,000 miles, chauffeur maintained.—Offers to J. W. Brook, Chellowdene, Busby, Glasgow. [3287

1947 (Nov.) Bentley Mark VI standard steel saloon, metallic grey/grey leather, fitted wheel spats, one owner, 17,000 miles only.—Also

1949 (Feb.) Bentley Mark VI Park Ward drop head coupe, ivory and black, new hood and coachwork unblemished, one owner, 28,000 miles.

CASTLE'S, Church Gate, Leicester 65251. [3292

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Bentley retailers and repairers; reliable used cars in stock.

1948 Bentley Mk. VI standard steel saloon, 32,000 miles, black, as new; £5,600.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Mengway 2269. [C4011

1936 Bentley 3½-litre Barker sports saloon, excellent; £1,125.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1090

1934 3½-litre Vanden Plas tourer, 60,000, excellent history, very attractive, carefully maintained, £1,295.—A. & S. 2, Providence Court, North Audley Street, Mayfair-2941. [C1006

1935 Bentley 3½-litre with Park Ward 4-door sports saloon body, in exceptional condition throughout, full history available; price £1,285.—For particulars apply:
GROSE, Ltd., Northampton. Tel. Northampton 4540. [6532

1947 Bentley 4¼-litre Mark VI standard steel saloon, in black, upholstered brown hide, all modifications, showroom condition; £3,250.—Caffyns, Ltd., Seven Oaks 2371. [5553

1935 3½-litre Bentley Mann Egerton saloon, mechanically faultless, body upholstery excellent, £1,125.—Pitmyn, Camrose House, Highworth, Wilts. Tel. Highworth 327. Business hours Chaffcroy 3151. [3478

1949 Bentley Mark VI 4¼ drop head coupe, Park Ward, metallic grey leather, genuine 17,000 miles, radio, heater, showroom condition, all modifications; price £4,750.—Caffyns, Ltd., Sevenoaks 2371.

CLARK'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brockwood 2201-2. [0558

1947 Mark VI Bentley, black with brown leather upholstery, always serviced at Rolls-Royce and has just returned after complete checkover, including all 1952 modifications; nearest £3,950.—Box 0027. [2759

1950 (Sept.) Mark VI Bentley saloon, colour Tudor grey, mileage under 14,000, condition unscratched any inspection and trial; £1,950.—Wessex Motors, Ltd., Rolls-Royce and Bentley Retailers, New St., Salisbury. [3632

1948 (July) Bentley Mark VI 4¼-litre standard steel saloon, colour black, radio, one owner, engine and chassis completely overhauled by Bentley, and brought up to standard with current modifications, showroom condition throughout; £4,500 or near offer.
TOBY MOTORS, Regent Rd., Great Yarmouth 3273-4. [2505

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Pordson distributors, have pleasure offering an outstanding standard steel saloon, but with many non-standard features; you must see this one first; 1950, maintained by makers and immaculate.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (6 lines).

1938 (March) Bentley 4¼-litre Thrupp & Maberly semi-razor-edge all-weather sliding roof saloon, H.M.V. radio; heater just arrived from coachbuilders, having been completely re-upholstered inside beize hide with carpets and roofing to tone, cellulosed black, excellent chassis and engine, new India tyres, wheel discs; £1,950.
MCKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

HATTON, Birmingham, offers by far the best value in pre-war Bentley cars in the country; 1939 4¼ overdrive Park Ward saloon, £1,950; also razor edge overdrive saloon; 1936 4¼ saloon, £1,000; 1935 saloons, £895; 1935 drop head foursome, £795; car taken in part exchange.—Hatters and Immediate, 71, Broad St., Birmingham, Midland 2437. [5552

BENTLEY (other than 3½- & 4¼-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041

£500—Bentley 4-litre 4-door sun roof saloon by H. J. Mulliner, first registered in 1951; this car has been stored for half its life and is in really beautiful condition throughout.—Rawlings Bros., Ltd., 87a, Cromwell Rd., S.W.7. Fro. 8161. [3567

BENTLEY 4¼-litre 1938 saloon, engine and chassis completely overhauled and rebuilt where necessary by well-known expert at cost of over £300; brakes relined, telecontrol shock absorbers fitted, new battery, 5 good tyres, 2 extra outer covers; whole car in excellent condition; price and further particulars on application to—Box L.448, c/o Streets, 110, Old Broad St., E.C.2 [2642

Bentley Cars Wanted

BENTLEY
CAR specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted, 1946-7-8 Mark IV standard saloons.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 2451-2. [W5011

Bentley Cars Wanted

SOUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. (Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMOTOR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [0958

TWO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.
JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

CASH immediately for good Bentley, etc.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

ROWLAND SMITH & S. the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041.

BENTLEY (1951) required with division by company director (no fancy price).—Please write Box 0365.

WE wish to buy a good 3½-litre sports saloon with side control.—Details to Basingstoke Motor Co., Ltd., Basingstoke. [0046

HATTONS MOTORS, Ltd Birmingham, will buy or part exchange any 3¼ or 4¼-litre Bentley.—71, Broad St. Midland 2437 [0357

1950 Mark VI, exchange either 1950 Lagonda coupe or Riley 1950 2½-litre saloon.—Ernest Sutton, Tel. Rogate 4. [W4025

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 2353. [0540

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362 [0062

MODERN drop head Bentley or Rolls required, will not consider any car previous to 1950; state price required and all particulars to Box 0326. [2749

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars Tel. Northampton 907 [0611

A & S always purchase Saloons, also foursome coupes, 1935 to 1939, please forward details.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—16, Berkeley St., W.1. May 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7200 (8 lines).
JACK OLDING, official Bentley retailers.

RECEPTION for service in the heart of Mayfair. complete overhauls, mechanical or coachwork.
TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [0022

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 16, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593

CENTRAL GARAGE, Croydon, offer: spares and service for Ford Mainstar.—Central Garage, Croydon 7464. [81042

MERCHISTON MOTORS specialists for Bentley and Rolls-Royce. Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh. 89. Tel. Jubilee 2782. [0566

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [81042

B.M.W.

1939 (November) B.M.W. special drop head foursome coupe, 327 model, with 328 engine just reconditioned with genuine B.M.W. spares, not yet run-in, black, grey interior, one owner since new; £1,095 or near offer; also available at extra cost numerous genuine B.M.W. spares; trial run by appointment.—Wray Park Garage, Ltd., Reigate 2263. [2572

BOND MINICAR

1950 Bond Minicar; £225 offer; not used past 6 months.—Enfield 4125. [5491

BOND MINICAR, late 1951, mileage 2,800; offers.—Pigrose, 2, Lawrence Rd., Rugby. [3471

1950 (September), light green, one owner, 8,000 miles (decarbonized); £195 to clear.—King & Harper Ltd., Milton Rd., Cambridge. Tel. 3201.

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager, no job too big or too small, free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kilburn. [0827

BRISTOL

BROOKLANDS.

1950 Bristol 402 coupe, maroon, overhauled and passed by makers.
BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 414... [0618

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

L F. WARD, Ltd.

1949 Bristol Superlegera, 22,000 miles, colour green, very clean car.
L F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

H W. MOTORS, Ltd.

6700 miles only; 401 saloon; first registered Dec., 1950, one lady owner, finished in I.C.I. polychromatic grey, upholstered in beige, piped to match carpets, loose covers since new, appearance inside and out as new, radio and heating equipment; £3,500.
H W. MOTORS, Ltd., Walton-on-Thames. 735 & 1497. [5100

A NTHONY CROOK offers:—

1950 type 401, one owner, heater, radio, loose covers, grey, mileage guaranteed, 10,400, supplied and maintained by us.

1950 type 401, heather grey, one owner, heater and radio, immaculate condition throughout.

1950 type 400, heater, radio, grey, loose covers, maintained by us.

1950 (Oct.) type 400, one of the last four hundreds, supplied and maintained by us, red, heater, radio in immaculate condition throughout.

1951 type 401, supplied and maintained by us, heater and radio, red, 4,000 miles only, in every way perfect.

1949 type 400, one owner, radio, heater, demister, windscreen washer, black, speedometer reading 30,000 miles, immaculate condition throughout; choice of two.

1949 type 403, black, heater, radio, in excellent condition throughout.

T HE above cars are offered from our current stock of used Bristol cars, ready for immediate delivery; other cars are at present undergoing renovation in our specially equipped workshops or bodyworks and will be available very shortly.
A NTHONY CROOK MOTORS, leading Bristol distributors, Caterham Hill, Surrey. Tel. 2232-3. [C1063

F RAZER NASH CARS offer:—

1625 miles only.—1951 (Nov.) Bristol 401 saloon, special dark blue colour, subject to unexpired contract.

1950 (Sept.) 401 Bristol saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition, £2,900.

1949 (1950 series) 401 Bristol with Farina 2-4-seater convertible cabriolet bodywork, grey, blue leather, £2,650.

1947 401 Bristol with Superlegera saloon bodywork, metallic grey, beige leather, completely overhauled by us, £2,250.

1949 400 Bristol saloon, Bristol red, beige leather, radio, heater, Lucas P.770 headlamps, operating rear window; £1,875.

A LSO several other type 400 Bristols.

F ALCON Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

K EVILL, DAVIES & MARCH, Ltd.

O FFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 3563. [0256

B ARTLETT.—Bristol 1948 type 400, one owner; £1,550.—27a, Pembridge Villas, W.11. [C1015

1950 Bristol 401, 30,000 miles, colour black; £2,550.—Clayton's Cars, 44, Cricklewood Broadway, Hendon Rd., London, N.W.2. Tel. Euston 5238 (5 lines). [C1050

1950 Bristol 401 saloon, black, radio and heater, seat covers, Caldwell heater, genuine 18,000 miles, faultless condition, one owner; £3,000.

W ILLIAM ARNOLD, Ltd., Upper Brook St., Manchester 13. Tel. Ardwick 4361 7. [6028

1950 Bristol 401, radio, heater, 9,000 very careful miles, condition quite exceptional throughout; £2,950; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. [C2044

1950 (June) Bristol 401 saloon, heaters, H.M.V. wireless, latest type close ratio gear box, small mileage, maintained exclusively by makers and not used since last week's overhaul; delighting first from new; black, beige upholstery; £2,750.—Wilmcote Service Station, Tamworth 481. [2641

1949 Bristol type 400 saloon, finished in maroon with fawn leather upholstery, fitted with H.M.V. radio, special long-range head lamps, has been most carefully maintained by one owner since new.—James H. Galt, Ltd., Bristol Distributors for Scotland and Northern England, 58, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [3257

1949 (Nov.) type 400 2-door saloon, maroon, H.M.V. radio with rear extension, loose covers, 4 brand new tyres, guaranteed mileage 26,000, only owner, discreetly driven, maintained by Bristol Aeroplane Co., absolutely first class, can be bought with confidence; no dealers; £1,900 minimum.—Hall, Masonic Buildings, Bangor, N. Wales. Tel. 205. [5458

1949 type 400, registered Oct. 25, 1948, probably the finest 400 for sale today, colour metallic grey/green as latest 401, modifications include c/r gear box, Lucas P.770 h/lamps, manually operated radiator shutters, Silentbloc to 7 S.U.s, Newton telescopic rear shock absorbers, larger type torsion bars, heater, radio, "spare" spare wheel would consider exchange for very up-to-date saloon (preferably with sliding roof for family reasons); will demonstrate at 75mph in 3rd gear and 95mph in top; offers; seen N.W. Lancs.—Write Box 0564.

Bristol Cars Wanted

B ARTLETT.—The Bristol Buyers. 27a, Pembridge Villas, W.11. [W1013

A .F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Parker Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476

A NTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [W1063

BRITISH SALMSON

£350—British Salmson 12hp twin overhead camshaft saloon. Andre telecontrol shock absorbers, fitted D.W.S. jacks, etc., very good condition.—Sturridge, Western 4525, week-day evenings.

365—British Salmson, 1938 model, 12hp twin oh camshaft, foursome drop head coupe, black, grey leather, overdrive tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A.

295 ccs.—B.S.A. Scout, 1939 model, Series 6, 10hp sports 2-seater, red, maroon, leather, very good condition; terms, exchanges.—Rowland Smith, below.

295 ccs.—B.S.A. Scout, 1939, Series 6, 10hp sports 4-seater, grey, maroon leather, new hood and side screens, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1936 B.S.A. 2-seater, £100 mechanical overhaul, new hood and screens, new tyres, resprayed, many extras; £235.—Kline's Motors, 1, High St., Hampstead. Tel. 3532. [C2049

W ALTER SCOTT, Ltd.—1936 model B.S.A. Scout coupé, black, exceptional; £245; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5014. [C4006

B.S.A. Cars Wanted

R OWLAND SMITH'S.

R OWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Han. 6041.

B.S.A. Spares and Service

B ASIL ROY, Ltd.—B.S.A. spares complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753.

S PARE parts for 10hp and 12-6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

BUGATTI

C HIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

Bugatti Spares and Service

J LEMON BURTON Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

S IMPSON'S MOTORS offer:—

1950 Buick Special, all extras, black and grey.

1948 Buick convertible, all extras, loose covers, black.

S IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 0691/3908. [C4015

G UY ALFREDS & Co. offer:—

1938 Buick Fullman limousine, outstanding order.

L IMOUSINE Buick, 1939 Fullman, steering gear L change, guaranteed mileage since new, 16,000 only; stored from 1939 to 1951, throughout in factory condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1934 Buick saloon, recently reboard, excellent condition; £195.

G ORDON House, 373, Euston Rd., London, N.W.1. Gr. Euston 0611. [C2023

£675—Buick 1937 7-seater limousine, not ex hire.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 1258. [C2022

£450 or near offer.—1936 Buick Century limousine, just recellulosed, in magnificent condition.—Grey Hall Garages, Ltd. Ilford 1951. [3351

1939 Buick Century drop head coupe, 39,000 miles, magnificent condition; £665.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [3026

1937 Buick limousine, Fisher body, genuine 40,000 miles, chauffeur driven, superb condition; £950. Sand. 1762, Station Garage, Sanderstead, Surrey.

£295 !!!—1934 Buick 7-seater enclosed drive limousine, in post-war condition, guaranteed.—A.Z. Motors, Primerston Rd., N.W.6. Mal. 4723.

1946-7 8-cylinder 4-door saloon, f.h.d., radio, heater, etc., nylon covers, low mileage, magnificent condition throughout, first registered 1951.—Kitson, 67, Cotton Lane, Moseley, Birmingham. Tel. Moseley 0478. [3607

£895!!!—A superb Buick Super Eight drop head foursome coupe (July, 1946), immaculately finished in pastel green with chromed "mouth-organ" front, very modern body styling, full length chromed waistline, extra large type bumpers with overriders, Rimbleshore special speed equipment, all usual post-war American extras, air conditioner, traffic "blinkers," map lights, etc., tyres and hood are practically as brand new, and the mechanical condition will delight the most critically minded motorist, the performance is smooth, acceleration vivid with the usual "Super Eight" comfort and stability which make light of the roughest roads; backed with a written guarantee by

C AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday-Saturday. Open Wednesday 10 a.m.-6 p.m.

Buick Cars Wanted

S IMPSON'S MOTORS (WEMBLEY), Ltd., require Buicks (1937 onwards).—Wembley 0691/3908. [0642

7-SEATERS privately owned Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2943. [W1020

S OLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

R EPAIRS; reconditioned gear boxes (guaranteed). —10, Winchester Mews, N.W.3. Pri. 2647. [0130

B UICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

Cadillac Cars Wanted

S IMPSON'S MOTORS (WEMBLEY), Ltd., require Cadillacs (1937 onwards).—Wembley 0691/3908. [0642

S OLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

C ADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

S IMPSON'S MOTORS offer:—

1949 Chevrolet 2-door, all extras, loose covers, dual brown.

1950 Chevrolet 4-door, all extras, maroon.

S IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 0691/3908. [C4015

W ANSTEAD MOTORS, Ltd., offer:—

1937 Chevrolet saloon, black, exceptional condition; £295.
W ANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C0945

CHEVROLET

B RITISH & COLONIAL MOTORS offer:—

1951 Chevrolet Bel Air F.H. coupe, 3,000 miles.

1950 Chevrolet Styleline saloon de luxe, 15,000 miles.

C HOICE of several Chevrolets usually in stock.

B RITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties). Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1077

J OE THOMPSON (MOTORS), Ltd., offer:—

C URRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.
J OE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., South Kensington (next to Michelin). Ken. 4488.

8000 miles.—1950 (October) Chevrolet de luxe 2-door saloon, f.h.d., indistinguishable new.—Jack Smith, 52, Bruton Place, W.1. Mayfair 0621.

1950 Chevrolet de luxe right-hand drive 4-door saloon, heater, 9,000 miles, immaculate; £1,895.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [3586

1947 Fleetmaster saloon, radio, heater, American cloth covers, 24,000 miles, one previous owner, really good condition; £975.—Apply, Redcot, Kingston St. Mary (Tel. 229) Taunton. [2609

1950 (November) Chevrolet saloon de luxe, 10,000 miles, nylon loose covers, air conditioning, indistinguishable from new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

Chevrolet Cars Wanted

S IMPSON'S MOTORS (WEMBLEY), Ltd., require Chevrolet (1937 onwards).—Wembley 0691/3908. [0642

B RITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

Chevrolet Spares and Service

C HEVROLET spares and repairs, for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [B1027

CHRYSLER

1936 Chrysler Airflow 28hp light grey saloon, right-hand steering, radio; £500.—Tel. Fur. 6967. [5465

1950 model Chrysler Windsor saloon, 17,000 miles, black, cloth upholstery, right-hand steering, radio, heater, immaculate; £2,650.—Box 0929. [2519

1951 Chrysler Plymouth 4-door saloon de luxe, 5,000 miles, radio, heater, covers, etc., magnificent condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

Chrysler Cars Wanted

A UTO SALES (LONDON), Ltd.

A UTO SALES (LONDON), Ltd., will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2156. [0643

R OWLAND SMITH for the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

S IMPSON'S MOTORS (WEMBLEY), Ltd., require Chryslers (1937 onwards).—Wembley 0691/3908. [0642

Chrysler Spares and Service

A UTO SALES (LONDON), Ltd.

C HRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495

C HRYSLER sales, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2254

CITROEN

C AR MART, Ltd.

1950 Citroen Light 15 saloon, heater, 13,000 miles, £1,055.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 1434. [C1039

H W. MOTORS, Ltd.

1950 (May) Light 15 de luxe saloon, finished in black, upholstered in brown hide, recorded mileage 10,063, showroom condition throughout; £1,165.
H W. MOTORS, Ltd., Walton-on-Thames. 2404-6, 1497. [5101

C . G. NORMAN & Co.

C ITROEN sole distributors for the county of London; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0756

B . J. HUNTER, Ltd., offer:

1949 Citroen 11 saloon, showroom condition, fitted radio and heater; £975.
B . J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 4305. [C2040

M AYFAIR COUNTRY CARS offer:—

1947 Light 15, maroon, red leather; £650.

1939 12, sunshine roof, magnificent condition; £525, any make of car taken in exchange; deferred terms.—Mayfair Country Cars, 7, George Yard, Grosvenor Sq., W.1. Mayfair 0131 or Harrow 4646.

J OHN S. TRUSCOTT, Ltd., for Citroen.

O NLY first-class examples are offered.

P RICES are now substantially lower

1950 Light 15 saloons, from £950; earlier models proportionately less; fullest details of current stock on request.
E XCHANGES deferred terms.

S KILLED Citroen service and spares.

173 Westbourne Grove, W.11. Bay. 4274 [C0035

B OON & PORTER, Ltd., distributors.

1946 Light 15 saloon, reconditioned mechanically and externally, sun roof; £625.—Open until 7 p.m. 1 o'clock Sundays, Casterines, S.W.13 (by Hammersmith Bridge). Riv. 4444. [C1052

C HIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

M IDDLE 1948 Light 15, sunshine roof, burnish; best around £700.—Box 0553. [3515

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, offer the following carefully selected and unrepeatable bargains from England's largest stock of post-war Citroens:—

1950 Light 15, choice of 2; from £950.

1949 Light 15, choice of 2; from £850.

1947 Light 15, choice of 2; from £675.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

1947 Citroen Light 15, maroon, in excellent condition, moderate mileage; £695. [C1056

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 5122.

1939 model Citroen Big 15 de luxe saloon; £425.—Slater 27, Oaken Grove, Maidenhead. Tel. 2512. [3106

1939 Citroen Light 15, grey with red leather, new tyres, magnificent condition bodily and mechanically; £495.

C. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

CITROEN saloon, 6-cylinder, June, 1950, chauffeur maintained, one owner, 29,000 miles; best offer over £1,500.—Box 5540. [5540

CITROEN 1948 Light 15 saloon, black, red upholstery, immaculate and mechanically perfect, 24,000 miles, one owner; £800.—Box 0566. [5687

1949 Citroen Light 15 saloon, excellent condition; £895.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000.

£290—1937 Citroen Light 15 de luxe saloon, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1937 Citroen 12 coupe with dickey, new hood, new tyres, battery, recellulosed, maroon; £350. H.P. possibility.—55, Carbery Ave., W.3. Acorn 3520.

1939 Citroen 12 saloon de luxe, low total mileage, as new throughout; £425.—Dudley & Cobbold, 206, Broadway, Wimbledon, S.W.19. Liberty 7576. [5667

1948 (May) Citroen 15hp saloon, small mileage, any trial, R.A.C. exam. invited; £750 or exchange.—11, Perymead, Prestwich, Manchester. Prestwich 2057. [5413

1948 Citroen 15, £835; radio, other extras, just decoked with transmission, brakes, steering overhauled.—Hadfield, White Lodge, Sandy Lane, Kingswood, Surrey. [5574

325 gns.—Citroen 12, 1937, de luxe 4-door saloon, black, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Below.

175 gns.—Citroen 12, 1935 model, 4-door saloon, black, red leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£645—1946 (Sept.) Citroen Light 15, excellent condition, taxed 1952, immaculate appearance, one careful owner since new; terms, exchange.—Traycroft Motors, Ltd., of East Ham. Grangewood 2550, 5634.

CITROEN 12, 1937 model, immaculate condition, maroon leather, perfect; just completed mechanical overhaul Citroen distributors; unexpected new car necessitates sale; new tyres, radio; £365; evenings.—70, Boundfield Rd., S.E.14, or Rav. 3480.

BIG 15 de luxe drop head coupe, 1940, an opportunity to acquire this rare model; new engine and hood 1951, interior occasionally seats, flashing indicators, inset rear lights, many extras, immaculate condition; £575.—Sax. 143, Cricklewood Lane, N.W.2. Gla. 6142 [3489

Citroen Cars Wanted

CMT.

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane W.1. Grosvenor 3434. [0172

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0950

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 2404-5-6.

CASH immediately for good Citroen, etc.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

JOHN S. TRUSCOTT Ltd. urgently require nearly well-kept Citroens.—175, Westbourne Grove, W.11. Bay. 4274. [W4655

Citroen Spares and Service

SOUTH of the Thames:—

SALES of Croydon.—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187

BRING your used car to the Citroen specialists; we will recondition at new car prices.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubie.

WILDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains 46-hr. service. [1749

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spare and specialised service.—Central Buildings, North St. Guildford Tel. 2274-5-6.

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., S.W.1. Hyde Park Corner. Tel. Sloane 5490.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0200.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

CONDOR MOTORS for speedy Citroen repairs, carried out by specialised French and English mechanics.—33, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467.

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., 209, Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0585

DAIMLER

CAR MART, Ltd.

1939 Daimler 24hp Windover 7-seater limousine, six months guarantee; £895.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

PRIDE & CLARKE, Ltd

£549—1939 Daimler 12 sun-saloon, black/red leather, post-war condition.

THREE months' guarantee; terms, exchanges, lists.—156, Stoneyfield Rd., S.W.9. Brixton 6251. [3520

CHARLES FOLLETT, Ltd., offer:—

1947 Daimler 2½-litre saloon, black, brown leather, recent overhaul, heater, twin pass-lamps, really outstanding condition; 3 months' guarantee; £1,525.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-7. [C2010

STRATSTONE, Ltd. Daimler Distributors.

DAIMLER 27hp 7-passenger limousine by Windover, black with fawn cloth, chauffeur maintained, 15,000 miles only; £3,100.

DAIMLER 2½-litre Consort saloon (1950), grey with blue leather, radio, heater, in excellent condition; £1,995.

DAIMLER 2½-litre coupe by Barker (1950), black with brown leather, 14,000 miles only; £1,750.

DAIMLER 2½-litre saloon (1949), blue with blue leather, low mileage; £1,650.

DAIMLER 2½-litre saloon (1948), maroon with red leather, radio, heater and demister, outstanding condition; £1,450.

DAIMLER 2½-litre saloon (1946), blue with blue leather, carefully used; £1,150.

DAIMLER E.L. 24 limousine (1958), black with leather throughout, very well maintained; £750.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404) Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [C4022

1938 model Daimler 17hp saloon, two private owners; £525.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [C3023

1939 (September) Daimler 19hp saloon, blue, 2 private owners; £900.—Banks, Mill Hey, Caldy, Cheshire. [3216

£265 o.n.o.—1954 Daimler 15 drop head coupe, excellent condition, just rebored, radio, taxed.—Tel. Perivale 7447. [3555

1950 Daimler 2½-litre Consort saloon, blue, blue leather, tailored seat covers, 11,000 miles, in new condition throughout; £2,300.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. VIS 6611. [3606

1950 (April) Daimler 2½-litre saloon, not Consort), grey, blue leather, sliding roof, heater, spot lamp, 9,000 miles only; £1,750.

MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5040. [C3020

CASE'S MOTOR MART.—1939 Daimler 2½-litre saloon, superb; £795, exchanges, written guarantee.—5, Warren St., W.1. Euston 5525. [C1040

DAIMLER 17 grey drop head coupe by Tickford, Sept., 1937; good condition; best offer over £500.—Bowes, 76, St. Bernard's Rd., Olton, Birmingham. [3513

1937 25 Daimler 4-seater, recent overhaul throughout, splendid looking car; £575.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4444. [C1023

DAIMLER standard saloon, April, 1950, 4,000 miles, exceptional condition; offer £2,000.—Voller, 16a, Exchange, Muswell Hill, N.10. Tudor 1648. [3540

SPINK (BOURNEMOUTH), Ltd. engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel 5405. [0544

1949 Daimler 2½-litre saloon, exceptional condition 19,000 miles, chauffeur maintained; £1,200.—Details Egab, Pad. 8222, or, after 7 p.m., Spe. 2933. [2405

1938 Daimler E.L.24, 7-seater limousine, seats facing forward; £625; terms and exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [3576

1938 model Daimler 2-litre 6-light de luxe saloon, recently overhauled, immaculate condition, black/red leather; £550.—Saker, 27, Oaken Grove, Maidenhead. Tel. 2512. [3107

1937/8 model EL24 7-seater, face forward, Ace 4-speed, good tyres, a very sound and attractive car; £580.—Hutt, 40, Quarry High St., Headington, Oxford. Tel. 6598. [3596

WADHAM BROS., Ltd., Daimler and Lanchester Distributors for Southampton and county area; consult us regarding delivery.—Automobile House, Banister Rd., Southampton. Tel. 2091-5. [B173

WALTER SCOTT, Ltd.—1939 Model D.B. 18 2½-litre Daimler saloon, black, excellent throughout; £695; terms, exchanges.—Scott's Garage, Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

£595!!!—A very fine Daimler 2½-litre saloon, late 1939, in dark green and black with dark green leather upholstery of the very finest quality, two private owners since new, full details of all overhauls available, £120 spent last year on reconditioning, exceptional order.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. Monday Saturday; open Whit Monday 10 a.m.–6 p.m. [C1055

DAIMLER 1950 2½-litre drop head by Barker, 14,000 miles, 2 green with green upholstery, extras include H.M.V. radio, heater, 2 spot lights, etc., 8 new tyres with Lifeguard tubes, the car is immaculate and mechanically perfect price £1,750.—Nutter, Homelands, Barnoldswick, Lancs. [2926

295 gns.—Daimler New-15, 1937, 17hp, Mulliner de luxe 4-door saloon, black, sliding head, brown leather, preselector, unworn tyres, very good condition, choice of three 1937 Daimlers; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

DAIMLER saloon, 20hp, late 1937, director's car, chauffeur driven, completed 2,000 miles since £450 overhaul, taxed for year, radio, etc., superb condition, reason for selling, taking delivery of new car; £825 or near offer; no dealers.—Brasteel, Ltd., 31a, Dryden Chambers, 119, Oxford St., W.1. Gerrard 8961, or 1405. [2145

DAIMLER

DAIMLER 15hp, late 1935, exceptionally smart yellow and black saloon, joy to drive, sunshine roof, excellent condition; bargain 375gns or offer:—Bramley 2110.

TANKARD & SMITH, Ltd., offer 1938 Daimler 2-litre 4-light sports saloon, in most attractive French grey with blue leather and carpets, coachwork and interior only comparable with late post-war models, faultless mechanical condition, any trial or examination; £725; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4901-5.

A & S Limousines, 24hp, 1938, partition, black, widest occasionals, superb condition, private, bargain, £795. Also

LIMOUSINE 32hp Straight-8, Hooper Coachwork, partition, widest occasionals, magnificent condition, black, £795. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0952

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7503. [0236

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2951. [0145

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6978

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kildermister Rd., Croydon 5775. [0688

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Aliens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd., world concessionaires, offer:—

1938 foursome drop head coupe.

82 Park St., W.1. [2244

DELAGE D6-75 Vita 4-door saloon, fitted Cotal electric gear box and telecontrol shock absorbers, 1939 model, finished in 2-colour grey with blue leather upholstery, excellent condition throughout.

TOBY MOTORS, Regent St., Great Yarmouth 3273/4. [2502

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world consessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0659

DELAHAYE

SELBORNE (MAYFAIR), Ltd., Delahaye world consessionaires, offer:—

1952 90 model 4-ltr British built sedanca foursome coupe Delahaye; delivery 3 to 4 weeks.

1937 3½-litre convertible foursome drop head coupe, extremely attractive body; £695gns.

82 Park St., W.1. [3328

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world consessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0660

DIESEL

DIESEL Mercedes, see below.

MERCEDES 36/220 foursome drop head coupe, fitted nearly new Leyland 6-cyl. diesel engine, comfortable and roomy, combining sports car performance and speed with small car economy, 40 mpg, taxed year, new hood and upholstery.

BARNETT, Aldermaston Court, nr. Reading. Wootton Bassett 241 (week-days). "Hedges," Upper Basildon, nr. Reading. Upper Basildon 248 (week-ends).

D.K.W.

B & M GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares, brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our specialty.—B. & M. Garages, Ltd., 43a, St. Michael's St., W.2. Paddington 6877. [J016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

SIMPSON'S MOTORS offer:—

1948 Dodge, right-hand drive, all extras, black

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 5691/3903. [C4015

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2334. [0362

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5265. [0440

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1938 Fiat 500, drop head, good condition, one owner, good tyres; £250.—Winchester 3507.

1938 Fiat 500, excellent throughout, many extras; £525.—Hove, Ltd., Guildford Rd., Woking, Surrey. Tel. 1282. [C1078

1946 (first reg.) Fiat 1100 special d.h. coupe, overhauled engine and suspension, new 550 tyres recellulosed; £450.—Tel. Hove 52192. [5451

FIAT 1100 pillarless saloon, registered 1940, excellent condition; £425.—Beardmore Service, 26 Queensway, Bayswater, W.2. Bayswater 0156. [C1015

FIAT 500 1938 convertible saloon, reconditioned throughout, black, red leather; £295.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051.

1938 Fiat, excellent condition, reconditioned engine, 1,000 miles, £40 spares; highest offer, callers only.—61 Cell Barnes Lane, St. Albans, Herts [3169

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

1938 model Fiat 500 cabriolet, showroom condition; only £275.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7694.

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used Fiat cars, and always carry a very large selection in stock at competitive prices.—Below.

MAYFAIR GARAGES, Ltd.—Nov. 1949 500B ohv fixed head coupe, r/h drive, Fiat pastel green with cream wheels and beige cloth upholstery, small mileage, carefully used, very smart car in outstanding condition; 3 months' guarantee; £625.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe fixed head coupe, black and cream, Tygan loose covers, bumpers, carefully maintained by enthusiastic owner, smart car with outstanding road performance; 3 months' guarantee; £525.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, black, red leather bumpers, spot lamp, overage battery, very good condition; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 fixed head coupe, good tyres, excellent mechanical condition; £195.—Below.

MAYFAIR GARAGES, Ltd., can quote for any 500 coupe built to your own specification.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive list and copy of The Autocar Road Test report of pre-war Fiats.—Below.

MAYFAIR GARAGES, Ltd. (Fiat sales and service), Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5 Open 9-6, Sats. 9-12. [C9008

WALTER SCOTT, Ltd.—1938 Fiat 500 convertible coupe, grey, exceptional; £265, terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

425 gns.—Fiat 1500. April 1940, 4-door pillarless saloon, metallic green, green leather, very carefully used, exceptional condition; terms; exchanges; list.—Rowland Smith, below.

165 gns.—Fiat 500, 1937, convertible coupe, (useful green, good condition; terms; exchanges; list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

C. V. RUSHMER, the Fiat specialist, offers post-war 1400 Fiat saloon, low mileage, showroom condition; 1959 500, result 4-seater cabriolet, guaranteed.—39, Holland Park W.11. Park 5731. [C3061

1938 Fiat 500 saloon, genuine just reconditioned, new head and tyres, excellent throughout; £325; terms and exchanges.—16 Rose The Lynch Garage, Uxbridge, Middx. Tel Uxbridge 122. [C3055

1939 Fiat 500 convertible coupe, cellulosed black and silver, recently completely rebuilt by us, since perfectly maintained, new tyres and mats, chrome luggage grid, spare wheel cover; £375.

1940 (regd.) Fiat 508C 1100 saloon, one of our very complete rebuilds. Layshall balanced and racing metal bearings, tuned engine, suspensions, transmission, brakes and steering rebuilt, fitted new battery, 5 new tyres, electricals and accessories, Dunlopilo cushions, new mats and hoods, recleaned, very attractively recellulosed duo maroon and silver, probably best 1100 offered; £575.—Derrington, 159-161, London Rd., Kingston-on-Thames.

1939 Fiat 500 convertible, silver/blue, completely recellulosed, new blue hood, reconditioned engine, etc., many accessories, showroom condition; £375. Many other bargains.—Wheeler & Calder, Reading Rd., Basingstoke. [3481

1938 Fiat 1100 pillarless 4-door saloon, now in our works for complete recellulosing, fitting new carpets and new headlining to match the red leather interior, mechanically this car is excellent, fitted reconditioned engine 1951 (the performance is truly amazing), cruising at 70mph and will average 40mpg at normal speeds, when finished in a few days she will represent one of the finest examples available of this type; £350; terms, delivered free.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Tel. Pen. 3457. [C3000

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0933

CASH immediately for good Fiat, etc.—H. Edwards, 38, Upper High St., Epsom 9400. [W2001

FOX & NICHOLL, Ltd., require 1939 Fiat cars in good condition.—Kingston By-pass Rd., Derwent 1122. [W3015

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St., (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom are only source of genuine Fiat spares and service.—Tel. Perivale 4651, Orange; Fiat Wembley. [0909

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644 [0136

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0525

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St., (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6; Sats. 9-12. [0632

FIAT 500, 1100 and 1500, full range of spares and reconditioned units, engines, rebuilt equal new and beneth tested gear boxes, suspensions, starters, dynamos, radiators, steering boxes, in exchange, new distributors, carburettors, wheel covers, luggage carriers, exhaust systems, metric spanners, complete servicing, all models: "500" handbooks 5/9.—Derrington, 159 & 161, London Rd., Kingston 5621/2. [S1071

FORD (8 h.p.)

CAR MART, Ltd.

1950 Ford Anglia saloon, 4,000 miles; £765.

1949 Ford Anglia saloon, 13,000 miles; £650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

1947 Ford Anglia, new engine, fine condition; £535.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [C1025

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford 8hp Anglia saloon, colour green, 7,000 miles only, car as new.

1949 Ford 8hp Anglia saloon colour black, fitted with reconditioned engine, brakes and front axle overhauled, Oalley heater, clean car.

1948 Ford 8hp Anglia saloon, colour black, fitted with reconditioned engine, brakes and steering overhauled, one owner, good condition throughout.

THESE cars are available for demonstration anywhere any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C8049

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 Ford 8 saloon, original black cellulose, really immaculate coachwork, fitted radio and heater, one owner only from new; 26Sgns.

HIRE purchase terms can be had on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SIMPSONS (Edgware).

FORD 8, 1939, retrimmed and resprayed, an immaculate motor; £325.

SIMPSONS MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3996 and 7070. [C4014

PRIDE & CLARKE, Ltd.

£499—1949 Ford 8 Anglia saloon, black/brown leather, excellent condition.

THREE months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [3522

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4382 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099

PALMERS MOTORS, Ltd.

1937 Ford 8 4-door saloon, excellent condition; £235; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890. [C3034

MONTROSE MOTORS offer:—

1946 Ford Anglia, choice of 3, from £435.

MONTROSE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 8 Anglia saloon, black with red interior, 21,300 miles; £545.

836/942, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1950 Ford Anglia saloon, black with green, 6,200 miles.—4, Brick St., Park Lane, London, W. Grosvenor 4772-3. [C3051

W. J. BROWN, Ltd., used Ford specialists.

1949 (Sept.) Ford Anglia saloon, 16,000 miles; £535.

1948 (Oct.) Ford Anglia saloon, black; £495.

1947 (April) Ford Anglia saloon, black; £445.

W. J. BROWN, Ford Main Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [3326

ALLAN TAYLOR MOTORS, Ltd., offer:—

A MARCH 1940 Ford Anglia; £400.

J UNE 1947 Ford Anglia; £445.

A PRIL 1950 Ford Anglia; £740.

A HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6433 (5 lines).

ELITE MOTORS offer two specially selected pre-war Ford 8 saloons.

1935 Ford 8 2-door saloon, blue cellulose, leather interior, unbelievable condition, faultless mechanically, taxed; £235.

1936 Ford 8 2-door saloon, green cellulose, fitted loose covers, Lucas spot lamp, brakes relined, new pins and bushes, recent reconditioned engine unit; any trial or inspection; £255.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 24784, 4 lines. [C3005

1939 Ford 8, really excellent condition, choice of two, at £315.

1938 Ford 8 saloon, really excellent condition; £265.

C.V.P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Bat. 1107-8-9. [C3053

1949 Ford Anglia, very nice condition, low mileage; £650.—Tel. Herne Bay 1284. [5599

COOK.—1947 Ford 8 saloon, reconditioned engine; £415.—Roys Autos., Euston 2700. [C3059

£295.—Ford 8 saloon, 1938, exceptionally nice, loose covers, 5 good tyres, taxed.

45 Shirehall Park, N.W.4. London 1648.

[C4040

1939 Ford 8, superb condition, heater, etc., taxed year; £395.—Hornchurch 3515. [5294

1949 Ford Anglia, black, very low mileage, one owner; excellent condition; £625.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

FORD Anglia 1940 2-door saloon, any trial; £340.—Carters Garages, Farnborough, Hants 18 [3505

195 gns.—1938 Ford 8 saloon; terms, exchanges.—Autosnips, 5, Balham High Rd., Balham 1509.

FORD Anglia, 1950 (January), 14,000 miles, in immaculate condition throughout.—Tel. Greenock 1315. [3244

1947 Ford 8, perfect condition; £450.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

FORD (8 h.p.)

1946 Ford 8 saloon, very clean and in good order; £425.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

£220, consider terms.—Ford 8 black saloon, 1937, good condition.—7, Radcliffe Rd., Croydon 1505 after 6. [C2041

1947 Ford Anglia, one owner reconditioned engine recently fitted, in excellent condition throughout; £440.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Batterse 5078. [C8008

DAGENHAM MOTORS, Ltd., offer many Ford Anglias from their stock of used cars, all subject to three months' guarantee.

56 Park Lane, W.1; Regent 4866, 374, Ealing Rd., Alperton, Middx.; Perivale 3566, and 6, The Broadway, Rd., Catford, S.E.6.; Hither Green 4040.

1949 Ford Anglia with 10hp engine, black, many extras; £600.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [C4050

1947 Ford Anglia, licensed for year, in good condition; £410.—Linnell, The Square, Market Harborough, Leics. Tel. 2340. [3557

1939 Ford 8 saloon, recent recond. engine; £325.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1950 (Nov.) Ford Anglia saloon, 5,400 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

1950 Ford Anglia, black/green leather carefully maintained in beautiful condition; £660.—Kidd, 49, Ewart St., Saltney Ferry, Chester. [3479

595 gns.—Ford Anglia, March 1950, 8hp saloon, black, red leatherette, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

445 gns., Ford Anglia, June 1948, 8hp saloon, black, heater, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

425 gns. Ford Anglia, October 1947, 8hp saloon, black, excellent condition; terms, exchanges.—Rowland Smith, below.

375 gns.—Ford Anglia, 1946, 8hp saloon, black, one owner, very good condition; choice of 6 Anglias; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford 8, July 1939, de luxe saloon, dark blue, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Ford Anglia, new engine, very good order, thoroughly overhauled; £385.—Wakefield, Cabot House, Clifton Down Rd., Bristol. Tel. Bristol 37908. [2786

ARTHUR E. GOULD, Ltd., 290-293, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5, 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0570

1950 Ford 8 Anglia saloon, black with red leather upholstery, 6,600 miles, one owner, as new; £725.—Mrs. Roberts, "Southlands," Northdown Park Rd., Cliftonville, Kent. Thanet 20718. [5138

£499—1949 (September) Ford 8 Anglia saloon, matt green/ryvhide upholstery, one owner, many extras; new tyres and terms.—Pride & Clarke, Ltd., 257, Brixton Hill, S.W.2. Tulse 3664. [3556

£550—1949 Ford Anglia, black with brown upholstery, loose covers, low mileage, very good condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1950 Anglia, colour green, beatiable mileage, expert model, superb condition and appearance; £675.—Universal Car Distributors (London), Ltd., 331-335, High Rd., Chiswick, London, W.4. Chiswick 1919. [3541a

*** 1950 (August) Ford Anglia saloon, beige, brown upholstery, speedo reading 6,485, immaculate, thoroughly reconditioned and guaranteed; £650; terms, exchanges.—H. F. Edwards, 38, Upper High St., Epsom 9400. [C2001

Ford Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0179

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0944

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford 10hp Prefect saloon, colour black with brown leather upholstery, 10,000 miles, one owner, immaculate car.

1949 Ford 10hp Prefect saloon, colour green with leather upholstery, very nice car.

1948 Ford 10hp Prefect saloon, colour beige with leather upholstery, brakes overhauled recellulosed, first-class car.

1947 Ford 10hp Prefect saloon, colour black with brown leather upholstery, in good condition.

1946 (December) Ford 10hp Prefect saloon, colour black with red leather upholstery, well maintained car throughout.

THESE cars are available for demonstration anywhere any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C8042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1938 Ford 10 tourer, finished British racing green, new hood just fitted, recent reconditioned engine, 5 very good tyres, taxed, sound throughout; 259gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, black with brown upholstery, 1,200 miles; £845.

836/942, High Rd., N.12. Hillside 0024. [C2027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

CAR MART, Ltd.

1950 Ford Prefect saloon, 6,000 miles; £795.

1949 Ford Prefect saloon, 12,000 miles; £675.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow, 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100

BOON & PORTER, Ltd.

1950 Prefect saloon, black, grey cloth upholstery, positively unmarked, mileage 7,000; £850.

1949 Prefect saloon, black, green leather, perfect condition, mileage 5,000; £775; open until 7 p.m., 1 o'clock Sundays.—Castelnau, S.W.13 (by Hammersmith Bridge). Riv. 4444. [C1022

PALMERS MOTORS, Ltd.

1950 Ford Prefect saloon, low mileage, leather, immaculate; £775; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890.

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Prefect saloon green, brown leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CHARLES RICKARDS, Ltd. offer:—

1948 (Dec.) Ford Prefect saloon, black with brown leather upholstery, one owner only since new, total mileage 24,000, new engine recently fitted, taxed for the year, offered at the exceptionally low price of £575.

ALSO a good selection of genuine low mileage cars, offered with only 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 minutes from Marble Arch). Pad. 1626. [C5050

BLUE STAR GARAGES, Ltd., offer:—

1949 Ford Prefect, beige, brown leather, one owner immaculate; £775.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

ALLAN TAYLOR MOTORS, Ltd., offer:—

JULY 1949 Ford Prefect; £755.

NOVEMBER 1949 Ford Prefect; £755.

AUGUST 1949 Ford Prefect; £725.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4453 (5 lines). [5051

W. J. BROWN, Ltd., used Ford specialists.

1950 (Nov.) Ford Prefect saloon, black, red leather upholstery, 5,600 miles; £795.

1949 (Nov.) Ford Prefect saloon, black, red leather upholstery; £695.

1948 (Dec.) Ford Prefect saloon, black, brown leather upholstery; £595.

1938 Ford 10hp saloon, black; £275.

W. J. BROWN, Ltd., Ford main dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [5324

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1950 (model), black, 11,000 miles, immaculate; £725.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5657. [5308

1950 Ford Prefect, cloth, excellent condition; £690.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

FORD Prefect, 1947, one owner, carefully maintained, excellent condition; £650.—Box 8963. [2652

1950 (December) Ford Prefect, 6,000 miles; only £775 or near offer.—Kingston 9148. [3358

185gns.—1937 Ford 10 saloon, clean car.—Autoships, 5, Balham High Rd., Balham 1567. [5180

1949 Ford Prefect, leather, very clean; £650.—Cranmore, 64, High St., Potters Bar 2040.

1950 Prefect export model, right hand drive, 20,000 miles, excellent condition; offers.—Box 0225.

1949 (July) Prefect, beige, red leather, original engine, tyres, showroom condition; £650. Box 0516. [5417

1949 (November) Prefect, green leather, 8,000 miles, one owner, new condition; £750.—Box 0510. [5369

PREFECT 1949 export model, beige leather, excellent condition, spare unused; £675.—Tel. Day, Regent 7360, ext. 28. [5560

1950 Model Ford Prefect, black, leather; 13,000 miles, spotless.—Hendon Central Garage, Hendon 1423-4. [C2034

1950 Ford Prefect, pastel green, heater, 9,000, leather; £775.—Seaton Villa, Pentillie Rd., Mutley, Plymouth. [5180

£495 !!!—1946-7 Ford 10 4-door saloon, fully guaranteed.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

DAGENHAM MOTORS, Ltd., offer many Ford Prefects from their stock of used cars, all subject to three months' guarantee.

56 Park Lane, W.1.; Regent 4866, 374, Ealing Rd., Alperton, Middx.; Perivale 3388; and 8 & 12, Sanger Rd., Catford, S.E.6.; Hither Green 4821.

1937 Ford Prefect, new engine, leather upholstery, recellulised; £585.—Lawton-Goodman, 56, North Audley St., W.1. [C2022

1950 Ford Prefect sal., green, 7,500 miles; £775.—Fickers of Holland Park (next door to underground). Park 5077. [C2016

1949 Ford Prefect saloon, 15,000 miles only, green with brown leather upholstery, in excellent condition and guaranteed; £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C2009

1949 (Aug.) Prefect, beige, red leather, one owner, excellent condition; £645.—King's Motors, 1, High St., Hounslow. Tel. 3552. [C2049

FORD Prefect saloon, unquestionable order; £650.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [C4019

FORD Prefect, July, 1949, one owner, 13,000 miles; carefully driven and maintained; absolutely perfect condition. With hire; £700.—Box 0515. [5415

FORD (10 h.p.)

1948 (November) Ford Prefect saloon, black with beige cloth, 23,000 miles, first-class condition; £650.—John Trigg, Ltd., Esher 1234. [C4033

1950 Ford Prefect, one owner, black, with red and brown interior, 9,000 miles, as new; £725.—Day's Garage, Ltd., Lowestoft. Tel. 1551-2. [5510

1950 Ford Prefect, saloon, black, mileage 7,200, loose covers, immaculate; £685.—Elborne Bros., Ltd., Lady Margaret Rd., Southall. Waxlow 1891. [5550

1949 (Aug.) Prefect, green, brown leather, 16,000, carefully serviced, extras, immaculate, original owner; Surrey; £695; no dealers.—Box 0555.

ARTHUR R. (GOULD), Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Prefect saloon, low mileage, all guaranteed. [0579

1948 Ford Prefect saloon, 14,000 miles, mechanical condition and appearance first rate, private owner; £650 or near offer.—Write, 61, Kemble Rd., S.E.23. [5559

1948 Prefect, black, fitted new radio, Windtones, overdrive, perfect, new tyres, completely overhauled, perfect, owner going abroad; £650 or nearest offer.—Box 0514. [5410

695 gns.—Ford Prefect, October 1949, saloon, black, maroon leather, one careful owner, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Ford Prefect, September 1948 10hp 4-door saloon, black, maroon leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

465 gns.—Ford Prefect, 1946, 10hp saloon, black, red leather, good tyres, excellent condition; choice of 7 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Ford 10 Prefect saloon, taxed, colour black, genuine mileage 16,000 only; £625.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C5011

WALTER SCOTT.—1950 Ford Prefect black, 10,000 miles, £775, a choice of three; terms; exchanges.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1950 Ford Prefect saloon, black, green leather, one owner, immaculate condition throughout; £695.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1947 Ford Prefect, original owner, genuine 22,000 miles, black, leather, spare unused, guaranteed without blemish or fault and looks exactly like new, £575.—Riverside 6250. [3460

1947 Ford 10 Prefect 4-door saloon, black, with brown leather, air-conditioned engine, good tyres, taxed year, one owner; £595.—Ironbridge Service Depot, South Rd., Southall, Middx. Southall 2655. [2490

NAYLOR & ROOT, Ltd.—1950 Ford Prefect saloon, beige/brown (reg. Nov. '50), indistinguishable from new; £785; 6 months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday.

Ford Ten Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5454. [0178

PHOENIX MOTORS, (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

ROWLAND SMITH'S, the Ford buyers.—Hampstead 6, High St., Hampstead (Tube). Ham. 6041. [0955

MARSTON MOTOR Co., Ltd., for your Ford 10.—Telephone 8000, Seven Sisters Rd., Tottenham, N.15.

FERRARIS OF CRICKLEWOOD, Ltd., need several Post-war Ford Prefects, in cloth.—Particulars to 200-220, Cricklewood Broadway, N.W.2. Gla. 2254.

CAMDEN MOTORS urgently require 1936-40 Ford 10hp saloons; best price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Phone 2041 (5 lines). [W1055

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloons, choice of two cars, both low mileage and in first-class condition.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444. [C5042

CAR MART, Ltd.

1948 Ford Pilot saloon, radio, heater, 6 months' guarantee; £675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

BOON & PORTER, Ltd.

1949 (June) Pilot saloon, fitted radio, heater, loose covers, really exceptional condition, mileage 22,000; £975; open until 7 p.m., 1 o'clock Sundays.—Castelnau, S.W.13 (by Hammersmith Bridge). Riv. 4444.

JACK ROSE, Ltd., offer:—

PILOT, 16,000 miles only and positively as brand new inside and out, in green, radio and heater; accept £855.—Jack Rose Ltd., Stafford Rd., Wallington. Wallington 6677.

C. & S. MOTORS, offer:—

FORD V.8 drop head coupe, in beautiful condition, fitted works engine December '51, mileage under 5,000 miles, new hood, carpets, spotlamp, new tyres, genuine motor car, £975 or terms.—Duddon Hill Lane, Neasden, Gladstone 8605-6. [C1064

WARWICK WRIGHT, Ltd., offer:—

1950 Ford V.8 Pilot saloon, blue, blue leather, radio and heater, 6,000 miles.

WARWICK WRIGHT, Ltd. 150 New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1949 Ford Pilot saloon, a mott carefully maintained example, radio, heater and leather upholstery; 22,000 miles; £695.—Portsmouth Rd., Thames Ditton, Kemberbrook 5551-2-3. [C4001

£775 o.n.o.—1948 Pilot, black, excellent condition, 8,000 miles.—T. Certon & Martin, Solicitors, Bideford. [3503

FORD (V.8)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot, black/hide, radio, 9,000 miles; £950.

1948 Ford Pilot, green/hide, heater, 27,000 miles; £750.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sanger Rd., Catford, S.E.6. Hither Green 4821. [C1066

GORDON CARS (LONDON), Ltd.—1950 Ford V.8 Pilot saloon; £975.

GORDON CARS (LONDON), Ltd.—1949 Ford V.8 Pilot saloon; £875.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

£378 !!!—Ford 30 91A late 1939, new engine, immaculate.—Value Cars, 362, Upper Richmond Rd., S.W.14. [1965

1939 91A Ford V.8 saloon, leather; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1950 Ford Pilot, black, 9,000 miles, immaculate; £950.—Mansfield Autos, Ltd., 21, Grafton Mews, W.1. Tel. Euston 2587/8. [C3001

1948 Ford V.8 Pilot, black, beige, very good value at £775.—Beardmore Service, 26, Queensway, Bayswater W.2. Bayswater 0186. [C1015

1938 Ford V.8 drop head foursome coupe, lovely condition; £300.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [C1050

1951 series Ford Pilot saloon, leather, radio, heater, 300 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525. [C2038

FORD V.8 Pilot saloon, black/brown leather, heater, radio, immaculate; £695.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011.

1950 Ford Pilot, 25,000 miles, heater, radio, leather; £795.—Clayton's Cars, (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 Ford Pilot saloon, black with brown leather, radio, heater, low mileage, very well maintained; £750.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C2022

1947 Ford Mercury saloon, right-hand steering, colour black, first registered January, 1949, 8,500 miles since reconditioned engine and clutch unit fitted, excellent condition; £920.

BREW BROTHERS Ltd. 133, Old Brompton Rd., S.W.7. Ken. 2468. [2219

V.8 Pilot, heater, radio, leather upholstery, finished blue, reg. Dec., 1948, very carefully used and in excellent condition throughout; £795.—Miss Evans, Upham, Dymock, Glos. Dymock 226. [5651

£845 !!!—February 1950 Ford Pilot saloon, in black with heater and other de luxe equipment, a one-owner car which has been maintained and serviced by main Ford agents every 1,500 miles; excellent condition.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars. Hire purchase, part-exchanges, free delivery. Showrooms open till 8 p.m. Monday Saturday. Open Whit Monday 10 a.m.-6 p.m.

1950 Ford Pilot de luxe, radio, heater, Marshall headlamps, Redex automatic lubrication, etc., low mileage, magnificent condition; bargain, £925.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£825 !!—Ford 30hp American model 4-door de luxe saloon, leather upholstery, first used June, 1947, only one owner, has maintained this vehicle perfectly, all chrome work beautiful, bodywork spotless, this vehicle must be seen to be appreciated; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

NAYLOR & ROOT, Ltd.—1950 Ford Pilot, black, brown hide, radio and heater, 9,000 miles, unblemished; £895; 6 months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C5022

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0175

ROWLAND SMITH'S, the Ford buyers.—Hampstead 6, High St. (Hampstead Tube). Ham. 6041. [0936

ALMOST new Ford Pilot required; cash payment.—Morley, 54, Stroudley Walk, Hill, S.E.23. Tulse Hill 4488.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Ford V.8s (1937 onwards).—Wembley 6691-5903.

CAMDEN MOTORS urgently require 1939-40 91A series Ford saloons.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Phone 2041 (5 lines). [W1035

UTILITY—FORD OR OTHER BODIES

1938 Ford 8 utility, attractive car; £295.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead 6, High St. (Hampstead Tube). Ham. 6041.

FORD MISCELLANEOUS

SIMPSON'S MOTORS offer:—

1948 Ford Mercury, all extras, right-hand drive, black.

1950 Ford 6, many extras, cream.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists).—Wembley 6691/5903. [C4015

FRANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [0378

Ford Miscellaneous Cars Wanted

WHAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0545

FORDS wanted.—Smith's, 96, Chalk Farm Rd., N.W.1. Gul. 2767. [0825

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Consenhaim reconditioned engines 8, 10 and 30hp, always available from stock.
92—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at
FORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,
HIGH St., Wandsworth, S.W.18.
MAIN FORD dealers.
LARGE stocks of genuine Ford parts.
VANDYKE 4433 (5 lines).

FRANK G. OATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0034

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

FRAZER NASH-B.M.W.

FRAZER NASH Cars offer:—

1939 FN-BMW type 327/80 Cabriolet, black with red hide upholstery; this is a first-class example of the most outstanding of all B.M.W. models; fully maintained by us and in quite exceptional condition throughout; price £1,100.
FALCON Works, London Rd., Isleworth, Middx. (Hounslow 0011). [C2015

PERFORMANCE CARS.—Good selection always available; written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W., 327/80, 327/55, 326 and 320 models.—27a, Pembridge Villas, W.11.

FRAZER NASH B.M.W. 1938 type 320 saloon, engine sleeved, crank reground, clutch relined, nearly new tyres, fitted Tartan loose covers, radio, defrosters, taxed.—Character Cars. See under "Sports Cars."

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers. —Hampstead High St. (Hampstead Tube), Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. [W1015

HEALEY

BROOKLANDS.
HEALEY distributors London and Home Counties.
STILL world's fastest 4-seater saloon.
3-door saloon by Tickford and foursome drop head coupe by Abbott, early delivery.

1951 Healey Tickford saloon, many extras, 2,700 miles only.
1951 Healey Abbott coupe, small mileage.
1950 Healey Silverstone sports 2-seater.
1949 Healey Silverstone, many extras.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

L. F. WARD, Ltd.

1948 Healey Duncan saloon, two owners, exceptional car.

L. F. WARD Ltd., 7 Hanover Court Yard, Hanover St. London W.1. Tel. Mayfair 0146. [C4045

BARTLETT.—Healey 1951 Tickford saloon, unmarked; £1,750.
BARTLETT.—Healey 1950 Abbott drop head coupe; £1,650.
BARTLETT.—Healey Duncan drop head coupe, excellent condition; £1,295.—27a, Pembridge Villas, W.11. [C1015

1948 Healey 2½-litre Duncan roadster body, rec with dark green upholstery; exceptional mileage; five practically new and two new tyres, excellent value at £775.—Apply Reading Garage Co., Ltd., Cork St., Reading 3463. [3288

Healey Cars Wanted

BARTLETT.—The Healey Buyers.—27a, Pembridge Villas, W.11. [W1015

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase III drop head coupe, 6,000 miles; £1,025.
1949 Hillman Minx Phase III saloon, heater, 19,000 miles; £825.—Car Mart, Ltd., 326, Euston Rd., N.W.1. Euston 1212. [C1039
PALMERS MOTORS, Ltd.

1946 (Sept.) Hillman drop head coupe, excellent condition; £575; exchanges and deferred terms.—55, York St., Twickenham. Popesgrove 1890.
MONTROSE MOTORS offer

1947 Hillman 10 saloon, black, one owner; £535.
MONTROSE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill Essex. Buc. 1171-2.
PHILIP RICKARDS Ltd. offer:—

1949 Hillman Minx Phase III, beige/red leather, radio heater 25,000 mls., 4 Brick St., Park Lane, London, W.1. Gunter 4777. [C3051
WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, blue blue leather, 14,000 miles.
1950 Hillman Minx Mark IV drop head coupe, green red leather, 4,000 miles.
WARWICK WRIGHT Ltd. 150, New Bond St., W.1. Mayfair 9761. [C4045
H. A. SAUNDERS Ltd. Radlett, Herts.

1950 Hillman Minx Ph. IV mileage 21,000, colour green; £925.—Tels. Radlett 5661-6. [C4033
JOE THOMPSON (MOTORS). Ltd., offer:—

HILLMAN Minx saloon, Phase IV, 14,000 miles, £495.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 6858

1949 Hillman Minx Mark III, heater, etc., as new; £740.—Cranmore, 64, High St., Potters Bar 2040. [C1062

HILLMAN 10

1950 Hillman Minx sal., black, 9,000 miles; £900.—Below.
1950 Hillman Minx sal., green, 7,800 miles; £900. —C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3044

GORDON CARS (LONDON), Ltd.—1948 Hillman Estate car; £725.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2025

£295 —Hillman Minx saloon, reconditioned engine, 1938 series.
WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [C4040

1947 Hillman Minx coupe, black/brown, speedo reading 20,000, ex. cond.
TICKFORD, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3339. [C4029

1950 Hillman Minx Phase IV saloon, blue, fitted heater, 17,000 miles; £845.
R. C. WIMBUSH Ltd., 312, Earls Court Rd., S.W.5. Frenatle 5401. [C4056

215 gns.—1938 Hillman 10 saloon.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1947 Hillman Minx coupe, blue, 27,219 miles, excellent condition; price £525.
PARKSIDE GARAGE (MERE), Ltd., Mere, Nr. Knutsford, Cheshire. Tel. Bucklow 2251-2. [3604

£425 —Hillman 10 1940 4-dr. lim., in excellent condition throughout; many others.
BENMOTORS, 8, Claremedon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (Opp. Holland Park Tube.) H.P. terms. [C1017

1946 Hillman Minx saloon, excellent running order, taxed year; £485.—Per. 7366. [3455

1950 (June) Hillman Minx Phase IV, excellent condition; £850 or offer.—Edgware 5026.

595 gns.—1947 Hillman Minx saloon; exchanges.—Lawton-Goodman, 36, North Audley St., W.1.

1950 Minx IV, black, 17,000, heater, extras, absolutely immaculate, bargain; £850.—Box 0515. [3409

LOOK!—A good '33 Minx saloon, with all new tyres L.J. and back axle, etc.; £115.—Roys Autos, Euston 2700. [C3059

1949 (July) Hillman Minx saloon, exceptional condition, inspection London; offers to—Box 0175. [3185

HILLMAN Minx grey coupe, 1939, recently overhauled; £560.—Regent 3509, or Northwood 1681 after 7. [3529

1947 Hillman Minx, 31,000 miles, excellent condition; £645; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

1948 (registered) Hillman estate car, good condition tyres, etc.; £425.—Bridge Garage, Kingston 5993.

HILLMAN late 1947 saloon, perfect condition, heater fitted, 39,000 miles, one owner apart from present.—Lion Hotel, Seaford. [3237

1949 Hillman Minx Phase 3 saloon, colour blue, H.M.V. push-button radio, tyres good, moderate mileage; £835.

1949 Hillman Minx Phase 3 saloon, colour dove grey, with red leather, mileage 15,000, taxed year, immaculate condition; £875.—R. S. Mead (Sales) Ltd., 42 Queen St., Maidenhead. Tel. Maidenhead 5151/2. [C3011

1949 Hillman Minx saloon, fawn, 26,000 miles; £725.—Prickers of Holland Park (next door to Underground), Park 5077. [C2016

1947 Hillman Minx saloon, in first-class order throughout; £595.—Chesterfield Gardens Garage, Mayfair 6702, London. [0017

1942 Hillman 10 (not ex-W.D.), immaculate and very excellent chassis; £450.—King's Motors, High St., Hounslow 1234. [C3004

HILLMAN Minx Phase IV saloon, 1950, green, red hide, one owner, spare unused, 4,000 miles only, new; £895.—J. Davy, Worlds End, Worcs. [C1060

HILLMAN Minx, July '49, 17,000 mls., pastel green, reconditioned, mechanically perfect; £895 or very near; one owner.—Jones, Pad 2715. [3484

1950 Phase IV saloon, heater, radio; £825.—Barnes Garage, 51, Pinchley Rd., Hampstead N.W.3. Ham. 2221, Mat. 1627. [C1012

HILLMAN Minx, late 1939, new engine, brakes and Exide D.L. battery, generally condition excellent; £375.—Kni. 1246, Evenings, Spr. 4044. [3641

1949 Hillman Minx saloon, Phase III, grey, small mileage, exceptional condition, taxed for year.—L. Waine, Framlingham, Suffolk. [3435

1950 Phase IV Hillman Minx saloon, mileage 19,000, £850 or nearest offer for quick sale.—Star Garage, Bridport. Tel. Bridport 608. [3514

1948 Hillman, exceptional condition, grey, Phase II coupé, small mileage; best bid about £660.—Donaldson, 25, Penchurch St., London. [3628

1947 Hillman Minx L.h.d. saloon, grey with blue interior, 19,000 miles only, taxed to December, £525, or could be converted to r.h.d. at £560.—GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [C2019

LT. DOVE offer: 1947 Hillman Minx saloon, first-class condition throughout, loose covers; £625.—69, Broadway, Wimbledon, S.W.19. Liberty 3458.

1948 Minx coupé, blue leather, new hood, heater, radio, excellent condition; £655, offers.—Ridley, 61, Kenilworth Rd., Fleet, Hants. Fleet 1076. [3222

HILLMAN Phase IV saloon, 20,000 miles, one owner since new, in perfect condition; first offer over £800; any trial.—Carters Garages, Farnborough, Hants. [3502

1948 Hillman Minx d/h foursome coupe, grey with brown interior mileage 15,000; £795.—Dixon's Garage, 134, West Hill, Putney. S.W.15. Putney 0596 [C1073

1949 (July) Minx saloon, fawn, in really good condition, owner (original owner) has emigrated; £795.—Apply Redcot, Kingston St. Mary. Tel. 229 Taunton. [2608

1950 Hillman Phase IV saloon, indistinguishable from new, leather upholstery, any trial; £915.—Wembley Court Motors, High Rd., Wembley Arnold 3021-2. [C4050

£975 !—1938 Hillman 10hp de luxe saloon, only one ownership since new, magnificent condition, an absolute gift; 3 months' guarantee; hire purchase; exchanges.
LAMBS OF WOOD GREEN, Pinchley Showrooms, 421 High Rd., Pinchley N.12. Fin. 6221. [C2052

1950 Hillman Mark IV foursome drop head, H.M.V. radio, air conditioning, excellent condition; £850.—Elborne Bros., Ltd., Lady Margaret Rd. Southall. Wanlow 1091 [3543

HILLMAN 10

£295 !!!—Hillman 10hp Minx de luxe saloon, 1939, black green, excellent tyres, Lucas sportlamp, etc., a very sound runner; offered at a most attractive price.

£765 !!!—Phase III Minx saloon, February, 1949, in satin brunse with red leather, outstanding condition, nominal mileage; this car represents amazing value at the price.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 6 p.m. Monday/Saturday. Open Whit-Monday 10 a.m.-6 p.m. [C1035

825 gns.—Hillman Minx 1950 Phase IV saloon, black, red leather, heater, one careful owner, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

645 gns.—Hillman Minx, 1948 series, 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Hillman Minx, 1947, 10hp saloon, grey, sliding head, radio, very good condition, terms, exchanges.—Rowland Smith, below.

325 gns.—Hillman Minx, June, 1938, 10hp foursome drop head coupe green, green leather, excellent condition; terms, exchanges; flat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938/9 Hillman Minx foursome drop head coupe, resprayed black with blue leather upholstery, a showroom car; £425 or on very easy hire purchase terms.
KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5526 and 5527. Open week-days 9 a.m. to 7.30 p.m. [C2046

1948 (September) Hillman Minx drop head foursome coupe, smoke grey, blue leather, excellent order, taxed year; £725.—Pace Cars, Ltd., 52, Queensway Rd., W.2. Bay. 3563.
MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer 1950 Hillman 10 d.h. coupe, dark grey metallic finish, leather upholstery, mechanically perfect, in really wonderful condition; bargain; £385. Tel. Watford 4422. [C3008

HILLMAN Minx 1946 foursome d/h coupe in Cotswold grey, red leather very attractive car unmarked and in positively new condition, mileage 11,000, spare unused; best offer over £495.—Industrial Cover Co. 22, Queens Mews, London, W.2. Bay. 7119. [3483

1947 Hillman Minx drop head, finished in grey with blue interior, this car has been serviced regularly and is in first-class condition, a trial run will convince you that this is indeed a lovely car and a bargain at £595.—Cryers Garages & Motors, 222, Fore St. Edmonton, N.9. Tot. 4162. [C2029

HILLMAN 14

£299 !—1940 model Hillman 14 de luxe saloon, only £10 yearly tax, absolute give-away price, don't miss this, three months' guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Pinchley Showrooms, 421 High Rd. Pinchley N.12. Fin. 6221. [C2052

395 gns.—Hillman 14, June, 1950, de luxe 4-door saloon, black sliding head, maroon leather, carefully used, excellent condition; terms, exchanges; flat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampsteed (Hampsteed Tube). Hampsteed 6041. [C4018

HILLMAN MISCELLANEOUS

1937 Hillman 7-seater limousine. 1st regd. 19/2/37, black with brown leather. £485.—Herbert Robinson, Ltd., Cambridge. Tel. 4951.

RAMARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock all over 200 used cars; all subject to 6 months' written guarantee.—199, King's Rd., S.W.3. Tel. Flax. 4901-5

Hillman Cars Wanted

CMR
THE CAR MART, Ltd., wish to purchase Hillman cars.—150 Park Lane W.1. Grosvenor 3434. [0071
ROOTES, Ltd.,
DISTRIBUTORS
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 0411).
MANCHESTER.—129, Deansgate. (Blackfriars 6671.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 8401. [0109
RS
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.
SIDDONS MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044
CASH immediately for good Hillman, etc.—H. F. Edwards, 26, Clarendon Rd., Epsom 9400. [W2001
ALBONS, of Barking purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1288. [0458
BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2 [0088
CAMDEN MOTORS urgently require 1939/40 Hillman saloons and drop head coupes.—Particulars and price to Camden Motors, Lake St., Leighton Buzzard, Beds. Phone 2041 (5 lines). [W1035
NOTTINGHAMSHIRE distributors Hunter, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St. Nottingham. Tel 46391 (0552

Hillman Spares and Service

EARLIER Minx specialists, 1932-50 S.H. and new spares; same day postal service.—D. & A. Garage, London Rd., Wokingham, Berks. Tel. 73. [3590

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 6585. [0720

HOTCHKISS

HAROLD RADFORD & Co. Ltd.

SOLE concessionnaires.

1950 (1949 Show model) Hotchkiss Paris/Nice 4-door saloon, colour grey with blue leather upholstery, one owner; speedometer reading 25,552 miles; in excellent condition.
SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties. offer:—
NEW and unused H.R.G. cars available for early delivery.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

HRG Aerodynamic 1500, 1947 works maintained, new car arrived; £675 or near offer.—Crook, 59, Osborne Rd., Arnsdale, Southport. Tel. 76562. [3397

DEC. '48 H.R.G. 1,500, red, mileage 15,000, checked by makers, modified brakes, etc., etc., extras include radio, heater, tonneau cover and chromed Windstones, passlight, foglights and luggage grid; in excellent condition throughout; £825 or thereabouts.—Donald "Dornden," Langton Rd., Tunbridge Wells. (T.W. 20258.) [3405

H.R.G. Spares and Service

CHARLES PULLEIT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594

HUDSON

ALDRIDGES (Est. 1753)

THE following motor car, the property of Mrs. D. C. Shuttleworth, Old Warden Park, Biggleswade, will be sold by auction at Aldridges, William Rd., N.W.1, on Wednesday, May 28:—

1937 22hp Hudson Terraplane fitted with special shooting brake body in exceptional condition; now on view at—Aldridges, William Rd., N.W.1. Euston 2552 and 4515. [3202

GUY ALFREDS & Co. offer:—

1938 Hudson drop head foursome coupe in post-war condition—6-7, Warren St., W.1. Euston 6268. [C1005

BLUE STAR GARAGES, Ltd., offer:—

1947 model Hudson Commodore Eight fixed head coupe, finished polychromatic grey, fitted radio and taxed year; £1,525.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

DICKS CAR SALES. The Hudson Specialists offer:—

1939 (September) Hudson 22 saloon, special Country Club model; £525.—Below.
1938 Hudson 17 saloon fitted reconditioned engine; £450.
DICKS CAR SALES, Ltd., 385-401, High Rd., Willesden Junction, Harlesden, N.W.10. Ele. 6888-9. [C1072

HUDSON 8, 1934 drop head coupe, black, good tyres, wire-ess, very fast, good condition; £150.—Box 0258. [3276

HUDSON Terraplane, 22hp, showroom condition; trial; £250.—5, Clifton Rd., Kingston, Surrey. [3265

£285.—Hudson Special 22hp 1938 black saloon, good general condition, good tyres.—Dr. O'Connor, Launceston, Cornwall. [2549

HUDSON 112 (16.9hp) saloon, Nov. 1938, splendid condition throughout; £345.—Philpott, 12, Homefield Rise, Orpington, Kent. Orpington 2499. [3225

WALTER SCOTT, Ltd.—June, 1938, Hudson Terraplane, black, 47,000 miles, one owner; bargain, £295; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Hudsons (1937 onwards).—Wembley 8691/3905. [0465

Hudson Spares and Service

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17.—Motolympia, Welshpool. Tel. Oswestry 480. [0429

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—85-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

BROOKLANDS.

1949 Humber Super Snipe; choice of two.
103 New Bond St., London, W.1. Mayfair 8351/6. [C1029

CAR MART, Ltd

1950 Humber Hawk 14hp saloon, heater, 14,000 miles; £1,225.
1950 Humber Super Snipe 27hp saloon, heater, 11,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

HUMBER

COACHCRAFT offer:—

£815 o.n.o.—Hawk (latest type model) 1949, one owner only, carefully used example in very superior condition, taxed, written 3 months' guarantee, terms to suit and exchanges.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1055

PRIDE & CLARKE, Ltd.

£569—1947 Humber 18 Snipe saloon, black/brown leather, one owner, exceptional condition.
THREE months' guarantee; terms; exchanges; lists.

158 Stockwell Rd., S.W.9. Brixton 6251. [3521

B. J. HUNTER, Ltd., offer:—

1950 series Humber Hawk saloon, fitted radio, heater, etc., one owner super-active condition; £1,125.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

McKINNON MOTORS, Ltd., offer:—

1951 series, first registered Nov. 25, 1950, Humber Hawk saloon, black, red leather, sliding roof, Mark IV 16hp engine, Smith's heater, over-riders, twin chromium spot lamps, screen wash, special thief-proof petrol and ignition lock taxed Dec. 31, 1952; 5,700 miles only, genuine; as brand new car in every respect; £1,495.
McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [C3020

S. G. SMITH (MOTORS), Ltd. offer:—

1938 Humber 21hp semi-razor edge sports saloon, reconditioned engine, smart and attractive; £425.
S. G. SMITH (MOTORS) Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 0460. [C4017

R. J. SHANKS (1) Co Ltd., (est. 1897) offer:—

1946 Humber Super Snipe saloon black, brown leather, taxed to end of year, supplied and serviced by us and in excellent condition; £750.
BAKER St., Wyvordale Sta rev Tel. Wey 117. [2782

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1950 Humber Super Snipe 5-seater touring limousine, grey, grey leather, moderate mileage, fitted extras; a similar new model £1,743, our price £1,175.
PHOENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C5044

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (Oct.) Humber Hawk Mark IV saloon, green, red leather; 5,000 miles, to-day's reduced price, £1,445.
PHOENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C5044/1

AUGUST 1950 Humber Super Snipe, mileage 14,000, £1,350.

1949 Humber Super Snipe; £1,100.

EXCHANGE.—"Lingwood," Upper Bassett Ave., Southampton. Tel. 66852. [9924

1948 Humber Super Snipe, grey; £750.—Western 5685. [3259

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. (Rootes Group dealers), offer:—

1950 Humber Hawk 16hp, low mileage; £1,375.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [C1008

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 16hp saloon, £975.
GORDON CARS (LONDON), Ltd.—1949 Humber Hawk 14hp saloon; £1,095.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1951 (Nov., '50) Humber Hawk 16hp saloon.—Ernest Sutcliffe, Tel. Rogate 4. [C3043

1937 Humber 12 saloon, very good mechanical condition, taxed to December; £275.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5400. [C2019

HUMBER Hawk, early 1949, 25,000 miles; £925 quick sale, a bargain!—Tel. Batt. 2285 or 7477. [2650

1950 Humber Super Snipe Tickford coupe, silver sand, red leather, radio, heater, one owner, ex. cond.

1947 Humber Pullman limousine, one owner, radio, heater, 25,000 miles, excep. cond.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3534. [C3029

1950 Humber Hawk, black, excellent condition, chauffeur maintained, 19,000 miles; £1,000.—Box 0377. [3646

RECONDITIONED Super Snipe chassis 1948 model, new body fitted, needs spraying and completing, drive away; £350.
R. J. Grimes, Ltd., Hadleigh Garage, Mariott Lane, Couisdon, Surrey. Uplands 3637. [0637

1939—40 Humber 16, good condition, new engine; £325.—Melhuse, Parvis Rd., West Byfleet, Surrey. Tel. Byfleet 5376. [3616

1949 Humber Pullman 8-seater, 50,000 miles, exceptional condition, colour black; offers.—Tel. Camberley 1490. [3521

1950 Humber Hawk saloon, 9,000 miles, quite a new car.—Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4634. [C1010

1948 Humber Hawk saloon, 20,000 miles, grey; £795.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066.

HUMBER Snipe saloon, June 1949, new condition, lovely car, privately owned; £1,050.—Williams, Henry St., Lytham, Lancs. Tel. 6261. [3212

HUMBER Hawk Mk. III, blk., late '49, 14,000m., in absolutely immaculate condition throughout, loose covers, heater, etc.—Mal. 0329 before 10 a.m. [3597

NEW 1951 (regd. Nov. 1950) Humber Super Snipe, black, genuine 940 miles only, sunshine roof; £1,500.—25, Stoke Hill, Bristol, 9. Tel. 82402. [3424

1950 Humber Super Snipe Tickford convertible, black, brown leather, every extra; £1,450.—Olivier, 2, Chaucer Rd., Cambridge. Tel. 56942. [2912

NEW Humber Pullman or Imperial available for almost immediate delivery, subject B.M.T.A. Covenant; write for brochure and fullest of details; part exchanges.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907 [C3019

HUMBER

1936 Humber 27hp saloon, excellent condition, good tyres, fine, comfortable car; £225.—Pantiles Service Garage, London Rd., Guildford 5526.
1948.—Humber Super Snipe, finish maroon, loose covers, radio, low mileage; £850.—Rosebery Garage Ltd., Tottenham Lane, N.8. Mou. 3019-2261.

HUMBER Super Snipe for sale, 27hp, 1936, the property of a customer; £300 or near offer.—Apply Mark Goodson, Ltd., 96, High St., Jedburgh. Tel. 2276.

1949 Humber Hawk saloon, black with fawn leather, most attractive condition; £975.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404).
1950 Humber Hawk 16hp saloon, radio, heater, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3589. [C1027

1949 Humber Super Snipe saloon, black with brown leather, very carefully maintained; £1,095.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

1950 Humber Imperial 7-seater saloon, maroon, brown upholstery, radio, one owner, first registered July, 1950; total mileage 24,500, condition as new; £1,600.
W. F. MAIDENS, Sleaford, Lincs. Tel. 135. [3644

1951 (October) Humber Pullman limousine black, fitted heater and screen, fawn seat covers throughout, mil age 1,107. B.M.T.A. permission; price and particulars
GEORGE BOX Ltd., Automobile Distributors, Aldams Rd., Dewsbury. 653 [2792

1948 Humber Hawk, 50,000 miles, new engine, body reconditioned, grey seat covers, radio, heater, showroom condition throughout; £950 or near offer.—Box 0360. [3617

370 miles; 1951 type (Oct.) 1950 Humber Super Snipe saloon, heater, Mk. II.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3589. [C1027/1

£395 for.—1956 Humber Pullman 7-seater late-forward occasionals, immaculate.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C3055

HUMBER Super Snipe, 1950 model, first registered June, 1950, grey, fitted heater and radio; offe wanted; price £1,050.—Giles Bennett, Ltd., 133, Portswood Rd., Southampton. Tel. 54081. [3209

1937 Humber Pullman limousine, face-forward seats, 5 new Dunlops, taxed year, colour black; low mileage, this car has been chauffeur kept and is in immaculate condition; £575.

1949 Humber Hawk, colour black, and brown leather, heater, moderate mileage, taxed year; £1,100.

1949 Humber Super Snipe saloon, black, and brown leather, mileage 16,000, H.M.V. combination radio, spotlessly clean; £1,075.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 7351/2. [C3011

TODAY'S Low!!! 1948-9 (Nov.) Humber Super Snipe, superb condition, fitted radio, nylon covers, discs, today's list £1,600, our price £630.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

HUMBER Pullman limousine, first registered April 1951, mileage 4,000, fitted with heaters to rear, B.M.T.A. permission to sell; £1,800 or offer to: Graham Garage, Ilkeston. Tel. Ilkeston 319. [3355

MAYFAIR COUNTRY CARS.—1947 Humber Snipe, exceptional condition, £650; exchanges, deferred terms.—Mayfair Country Cars, 7, George Yard, Grosvenor Square, W.1. Mayfair 0131, or Harrow 4646.

1951 (June) Humber Super Snipe, as new, black, fitted radio, heater, fog and driving lamps, taxed December, very small mileage, B.M.T.A. permission to sell, subject to completion balance of Covenant.—Brooks Garage, Martock, Somt. [3199

1951 Series III Humber Super Snipe (registered November, 1950), finish saloon black, brown leather, brown woollen loose covers, Smith's heater, carefully run-in and driven by one owner for private use only, expertly maintained, showroom condition throughout, 10,000 miles; £1,600.—R. L. N., Rose Villa, Rylestone Grove, Bristol, 9. Bristol 67135. [3323

1947 (December) Humber Super Snipe, black/brown leather, 45,000 miles, recent allied and upholstery good, tyres as new, chrome bores and reconditioned throughout, new propeller shaft, valve guides, connecting rod, small end, king pins recently fitted, and brakes relined; A.A. or R.A.C. inspection invited; owner will guarantee this car for 3 months; taxed to end of year; £800 or offer.—Duke & Nichols, Ickleton, Cambs. [3216

A & S LIMOUSINES, 1957, partition, widest occasionals, Thrupp Maberly (swept tail), black, bargain. Also
LIMOUSINE, 1958, partition, 7-forward, black, original, private owner, exceptional throughout. £745.
LIMOUSINE, 1947, partition, forward occasionals, wonderful condition throughout, low mileage, private, £1,095.
1949 LIMOUSINE, Phase-II, partition, forward occasionals, low mileage, original owner, delightful condition. £1,295.
A.P.S. & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

CMT.

THE CAR MART, Ltd., wish to purchase Humber cars.—350, Euston Rd., N.W.1. Euston 1212. [0872

ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411)

MANCHESTER.—129, Deansgate (Blackfriars 0677)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

PHOENIX MOTOR Co. (SURREY) Ltd., High St., Sutton, Surrey. Vigilant 1121. [C5044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6401. [0942

CASH immediately for good Humber, etc.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel 46361. [0555

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0363

DE MONTFORT motor boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2981. [0793

THE Humber Specialists for all spares.—Ring Uplands 3657. See advt. under Parts & Accessories.

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 6444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7045).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

CHOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081)

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

DICKS.

1939 Jaguar 1½-litre drop head foursome coupe; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1949 Jaguar Mark V 2½-litre saloon, 12,000 miles; £1,495.

1947 Jaguar Mark V 2½-litre saloon, heater, six months' guarantee; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1938-9 S.S. Jaguar 2½-litre sports saloon, cream and black coachwork, nearly new tyres, recent £100 overhaul, owned by an enthusiast, genuine 25mpg; offered at the bargain price of 329gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6084 connecting all branches and departments (Kilburn Park Station. Bakerloo line). 150 yards.) [C4047

L. F. WARD, Ltd.

1948 Jaguar 3½-litre, one owner since new, immaculate car.

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

R. F. FUGGLE Ltd.

1949 3½-litre Jaguar, 6,000 miles, black, interior red leather.

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

MONTROE MOTORS offer:—

1936 Jaguar 12 saloon de luxe, excellent condition; £585.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015

MONTROE MOTORS offer:—

1939 Jaguar 14 saloon, beige, smart; £535.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015/1

B. J. HUNTER, Ltd., offer:—

1949 Jaguar 3½-litre Mark V saloon, numerous extras including fitted suitcases, radio, heaters, etc.; £1,075.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C3040

CLANFIELD LAWRENCE offer:—

1947 Jaguar 1½-litre Special Equipment saloon, black/green, engine reconditioned, superb; £695.—407, High Rd., N.12. Finchley 0091. [C2058

WARWICK WRIGHT, Ltd., offer:—

1950 Jaguar 3½-litre saloon, Mark V, black, beige leather, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. [C4045

1949 (Sept.) Jaguar Mark V saloon, 15,000 miles, immaculate condition.

SIDNEY MARCUS, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3577. [C3006

JAGUAR

ARTHUR MULLINER, Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, first registered 30/5/50, finished black with tan leather upholstery, one owner, fitted radio and heater, immaculate throughout, it will pay you to telephone or write for the latest price list of our comprehensive stock and terms of our incomparable 6 months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

WEMBLEY COURT MOTORS offer:—

1950 Jaguar Mark V 2½-litre saloon, black, fitted H.M.V. radio, condition as new throughout, outstanding bargain; £1,495.

1949 Jaguar Mark V 2½-litre saloon, black, fitted H.M.V. radio, perfect condition throughout, any trial; bargain, £1,450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [C4050

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [C4009

JOE THOMPSON (MOTORS), Ltd., offer:—

1951 model Jaguar 3½-litre, colour black, 10,000 miles.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

S.S.100, 1939.—See under "Sports Cars."—C.N.K. Motors. [C1052

GORDON CARS (LONDON), Ltd.—1950 Jaguar 3½-litre Mk. V saloon; £1,795.

GORDON CARS (LONDON), Ltd.—1950 Jaguar 2½-litre Mk. V saloon; £1,675.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, £1,050.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon; £975.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon; £845.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 2½-litre saloon; £745.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6811. [C2025

1949 S.S. Jaguar 1½-litre, saloon, excellent condition, fitted radio; £975.

JOHN WHALLEY, 1a, London Rd., Bishop's Stortford. Tel. 181 & 182. [C4051

JAGUAR 1½-litre 1948 for sale, immaculate condition, inspection Cardiff.—Apply Box 05-3. [C4056

1936 Jaguar 2½-litre saloon, excellent appearance and good running condition; £240.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedy 3408. [C2019

1950 Jaguar Mark V 3½-litre saloon, dove grey, heater, Himbellishers, one owner.

RIPCO Ltd. (Jaguar) post-graduates, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

BARGAIN of Ruislip, Jaguar specialists, sales, wheelbegars.—102, Long Drive, Ruislip. Tel. Ruislip 7246. [C4054

1939 Jaguar saloon, engine overhauled, coachwork perfect; sell or exchange small car.—Box 0357. [C4055

1938 Jaguar 3½-litre saloon, grey, reconditioned throughout, recellulosed, looks a 1948 car; £595.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£525 —1938 2½-litre S.S.100, or exchange drop head.—H. Bailey, Carmens Green, Wormley, Herts. [3104

1948 (April) 1½-litre saloon, beautiful condition throughout, chauffeur maintained, taxed, 20,000 miles; £1,000.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-8-9 or (private) Sunningdale 5504. [3508

1939 Jaguar 1½-litre saloon; £425.

Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1950 (March) Mark V 2½-litre saloon, black, brown hide, H.M.V. radio, one owner, immaculate order; £1,595gns.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

1¼-litre Jaguar saloon (1946), grey with red leather, carefully owned by Stratstone, Ltd., 45, Berkeley St., W.1. Mayfair 3404. [C4022

JAGUAR 1939 1½-litre green saloon, leather, good condition, upholstery tyres (5 new), new battery; £485.—Tel. Tul. 2503 after 7.15. [3350

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—First London area dealers.—321, Romford Rd., Forest Gate, E.7. [0709

£375 —1937 Jaguar 2½-litre sports saloon, amazing opportunity.—Bray Motors, 180-194, Wood Lane, N.W.10. Hampstead 6470. [C1024

1950 (Oct.) Jaguar 3½-litre Mark V saloon, 5,000 miles.—Green & Zonis Ltd. 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6 [C2034

JAGUAR sports 2-seater 3½-litre 1939 model 100, faultless original condition, inspection invited; £670.—Newbould, Limetree Ave., Retford. [3206

1937 Jaguar 2½-litre saloon, black, immaculate condition; £295.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2286. [C4011

JAGUAR 1949 Black centre black saloon, chauffeur driven, red fitted covers, Ace discs, immaculate condition throughout, mileage 17,500; £1,150.—Box 0330. [3235

1947 1¼-litre Jaguar special equipment saloon, black, immaculate condition; £795.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1038

1948 2½ Jaguar saloon, black, exceptional condition; £965; trade enquiries welcomed.—H. G. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0521-2. [C3040

1949 Jaguar 3½-litre, low mileage, in immaculate condition; £950.—Highfield Garage, 700, Green Lanes, Winchmore Hill, N.21. Tel. Laburnum 6152. [3307

1948 Jaguar 3½-litre drop head coupe, excellent condition; £900.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5928 (5 lines). [C1050

WALTER SCOTT, Ltd.—1942 Jaguar 3½-litre, black, exceptional condition; £845; terms, exchanges.—38, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester, Tel. Deansgate 4507. [C591

JAGUAR

1948 Jaguar 3½-litre saloon, suede green, heater and radio, mileage 15,500, superb condition.—Best offer to 67, Sheffield St., Scunthorpe, Lincs. Tel. Scunthorpe 3609. [2728

645 gns.—Jaguar, July, 1946, 1¼-litre saloon, black, sliding head, brown leather, Ace discs, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Jaguar, July, 1946, 3½-litre saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3018

1948 3½-litre Jaguar saloon, 23,400 miles, Ace discs, loose covers, excellent condition; £850.—"Brindles," Kidmore End Rd., Emmer Green, Reading, Berks. Tel. 71562. [3204

1950 2½-litre Mark V Jaguar saloon, moderate mileage, black with brown leather, unusually fine condition.—Halls (Finchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 5908-9. [2533

CAMDEN MOTORS.—Jaguar 1¼-litre 14hp drop head foursome coupe, 1939, black, red leather, coachwork above average for the year, particularly good runner, offered at the most attractive price of £395.

CAMDEN MOTORS.—Jaguar 1¼-litre 14hp sports saloon, 1939, black/brown, original finish, typical lively Jaguar performance; £445.

CAMDEN MOTORS.—Jaguar 1¼-litre 14hp special equipment saloon, late 1947, in attractive Jaguar green with green hide, all usual extras, air-conditioning, spotlights, etc., bills available for recent overhaul by makers; £845.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, a fast, powerful car with attractive modern lines, good engine and tyres; £295.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, black, dark green leather, chromework particularly good, recent overhaul to steering, back axle and brakes, fitted Ace wheel discs, etc.; £445.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, late 1946, a really fine car, genuine one-owner specimen (original log book), coachwork and interior really well maintained and up to post-war standard, completely mechanically sound by Messrs. Jaguar cars at cost of over £220; all bills and schedule of work available; £595.

CAMDEN MOTORS.—Jaguar Mark V 3½-litre drop head coupe, 1949 (August), in such immaculate condition that it could easily be taken for a car which has had six months use only, maintained by private chauffeur since new, negligible mileage; £1,595.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 3041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities and exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open (till 8 p.m. Monday/Saturday), open Whit Monday 10 a.m.-6 p.m. [C1055

£730 —1947 Jaguar 3½-litre saloon, black, brown leather, hood as new, two owners, in very nice condition.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

£444 —Cheapest and best offered! 1939 1¼-litre 14hp drop head coupe, in good, clean condition, an absolute gift at this price; three months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6821. [C2052

1940 Jaguar 2½-litre saloon, 60,000 miles, virtually one owner, really excellent condition, normally mistaken for post-war car; radio, many spares and extras; £440 or nearest offer.—Box 0185. [3249

ROSE & YOUNG, Ltd., offer: 1950 Jaguar Mark V 2½ saloon, very low mileage, radio, metallic silver, £1,550.—Streatham Hill Garage, 2, Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

1950 Jaguar Mark V 2½-litre, radio, heater, many extras, low mileage, in immaculate condition; £1,675; terms and exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [3578

1938 Jaguar 2½-litre steel grey drop head coupe, good condition, first-class mechanically and very smart; private; £450.—Pilling, "Homestead," Uppingham Rd., Houghton-on-the-Hill, Leicester. Tel. Thurnby 371. [3371

1939 Jaguar 1¼-litre saloon, finished in black with brown leather interior, fitted Ace discs, over-riders and special Lucas P100 chrome headlamps, a really good car, taxed and delivered free; £495, terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 5457. [C3009

1950 (Sept., 1949) Mark V Jaguar saloon, black, brown interior unmarked, heater, radio, genuine 9,500 miles one owner, a perfect car; £1,575.—John Ireland (Wolverhampton), Ltd., Bilston St., Wolverhampton. [3293

1946 (Oct.) Jaguar 3½-litre saloon, immaculately finished in Jaguar gunmetal grey with silver grey leather interior, carpets to match all equal to new, fitted heater/demister, genuine mileage 39,000; taxed and delivered free; £675.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 5457. [C3009/1

1950 Jaguar Mk. V saloon, 2½-litre, lavender grey and red leather, immaculate condition, one owner, mechanically sound, under 15,000 miles.—Hotel Alexandra, Queen's Promenade, Douglas, Isle of Man. Tel. 2742 or 1958 Douglas. [3166

1948 (July) Jaguar 1¼-litre special equipment model, H.M.V. radio, spot lamp, taxed year, colour grey, really nice car; first £775, no offers.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel 1924 Cheetham Hill. [3422

1939 Jaguar 1¼-litre, beige (stored during war), sparkling showroom condition, fitted radio, new tyres, chrome, brakes, steering, history and bills available; £595.—18, Town Court Crescent, Petts Wood, Kent. Orpington 7139. [3561

£695 —1947 model Jaguar 2½-litre special equipment saloon black with brown hide upholstery, very carefully used, almost new condition, Ace discs, terms, exchanges.—G. S. Hall, Ltd., 302, Kings St., Hammersmith, W.6. Riverside 2881. [C3031

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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1950 Mark V 3½ saloon, silver green, low mileage, extras include H.M.V. radio, twin spares, latest Marechal head lights, muff, chains, roof rack, perfect throughout, ideal rally car; £1,850 o.n.o.—Cookson, Guines Hall, Sellindge, Kent. Tel. 3123 evenings. [5612

S.8.100 2½-litre 1958, as new, grey with grey leather, used for pleasure only, perfectly maintained by mechanics, genuine 16,500 miles only, new motor fitted following frost of 1947 and just run in (3,000 miles), extras, taxed and insured, bargain; £665.—Walton-on-Thames 4615. [5180

1949 1½ Jaguar special equipment saloon, reclouloused in new polychromatic green, also treated with rubber underseal; just decarbonised, thoroughly overhauled; mechanical and electrical Goodyear Eagle tyres fitted all round; heater and H.M.V. radio; licensed to end of year; perfect as a new car; £1,100.—Box 0179. [5198

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THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 5434. [0673

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CAMDEN TOWN SERVICE STATION (Gulliver 4141)

MANCHESTER.—1-5, Peter St. (Blackfriars 7843).

HENLYS, Ltd., England's Leading Motor Agents. [0028

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

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URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0254

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. —Tel. Palmers Green 1205/7175. [W4002

CASH immediately for good Jaguar, etc.—H. P. Edwards, 28, Upper High St., Epsom 9400. [W2001

MARSHALLS MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [W3057

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R. F. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

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1948 J.B.M. open 4-seater super sports, Ford Mercury engine; this car is in perfect condition, terrific performance, Dunlop racing tyres, mohair hood and screens; £475; exchanges, hire purchase.—Amersham Rd. Chalfont St. Giles, Bucks. Tel. 152. [C5062

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£2175 o.n.o.—Very clean Jeep, reconditioned engine 500 miles ago (receipts available), new tyres and battery, regularly serviced and maintained by local agents (records available), seats re-upholstered, an exceptional vehicle in every way, ready for immediate service without additional outlay; written three months' guarantee; terms to suit, and exchanges.

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1952 ½ ton Jeep reg.; Jeeps, all types, spares.—Davies & Groves, 15, Dorset Close, N.W.1. Pad. 8345. [0619

AUTOWORK, Ltd., Winchester, for good Jeeps and trailers, comprehensive stocks of spares.—Winchester 4854/3406. [C1010

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100% Jeep firm, all spares in return, or over counter, small or large quantities.—Wick Autos (See under Jeeps.) [0599

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1950 (December) Javelin saloon de luxe, free of covenant, 11,000 miles, one owner, rimbellishers, Motorola twin spotlamps, grey with red leather; £1,085.

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1949 Jowett Javelin saloon, 12,000 miles; £875. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

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£675 o.n.o.—1949 (July) Javelin de luxe saloon, one private owner from new (local solicitor), a very fast car which has been regularly serviced and properly maintained, taxed, written three months' guarantee, terms to suit, and exchanges.

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1950 Javelin de luxe, grey/red, mileage under 10,000; £1,065.

MAY, 1949 Javelin black/beige, mileage 14,000. £675.

EXCHANGE.—"Lingwood," Upper Bassett Ave., Southampton. Tel. 68852. [9922

GORDON CARS (LONDON), Ltd.—1950 Jowett Javelin de luxe saloon, £1,050.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [C2025

1949 Javelin de luxe saloon, black, brown leather, spotless condition, £850.

PETER GUEST, Ltd., Wootton Rd., King's Lynn. Tel. 4129. [1458

1949 Jowett Javelin saloon, heater, radio, taxed year; £895.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines).

JAVELIN, Sept., 1948, one owner, excellent condition, radio, heater, seat covers, etc., taxed; £895 o.n.o.—Bower, Aylsham, Norfolk. [3382

1950 (April) Javelin de luxe, maroon, tetex interior, all extras, 1952 engine; £1,075.—Wimbush & Co., Ltd., Abbey 6896. [2545

1948 Jowett Javelin de luxe, one owner, nice condition; £675.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m.-7 p.m. [C1030

1950 Jowett Javelin, grey, good engine, £950. —Potter & Richards, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

JOWETT Javelin, green, 22,000 miles, new October, 1949, excellent condition, one owner; £875.—Lait, Co'n Rogers, Fosse Bridge, Cheltenham, Glos. [3272

JOWETT Javelin, Nov., 1948, black, red leather, 11,600 miles, respraved, perfect, taxed, insured, very good one careful owner; offers.—Knowles, 20, Castle Rd., Scarborough. [3211

1949 (September) Jowett Javelin, late 1951 engine; recent new battery, tyres, relined brakes, heater, leather upholstery, couchwork excellent; offers.—Box 0178. [5197

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1950 Jowett Javelin de luxe, black, brown leather, 12,000 miles, an exceptionally good example throughout; £995, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4035

1950 model Jowett Javelin standard saloon, read. Oct., 1949, beige/P.V.C. and cloth, one owner, heater, in very good condition throughout, very clean, any inspection invited; three months' guarantee; £675.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

JOWETT

1949 Jowett Javelin de luxe, turquoise blue, beige leather, heater, radio, 17,000 miles.—Walter's Garage, Ashton-in-Makerfield, Lancs. [5115

1949 Javelin saloon, black, 28,000 miles, 500 miles since complete overhaul, latest modifications; £850.—W. Walley & Son, Ltd., Northop, Flintshire. [3857

1951 model Javelin de luxe (registered October, 1950), turquoise blue, registered mileage 12,000, H.M.V. radio, windscreen washer, as new; £1,050; will consider part exchange.—Shearman's Motors, 100, Bessborough Rd., Harrow, Byron 1394. [3279

Jowett Cars Wanted

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THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0674

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DENHAM SERVICE STATION, Ltd., wish to buy late model, low mileage Javelins.—Oxford Rd., Denham, Bucks. Denham 2266. [W1070

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A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759

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1950 Lagonda 2.6-litre saloon, black, 10,000 miles only; choice of two.

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1952 demonstration model coupe available.—Portsmouth Rd., Thames Ditton. Emberbrook 3551-2-3. [C4001

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42-litre Lagonda pillarless saloon, most outstanding 42 specimen, 1955 series; £350.

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PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars."

DAVIES MOTORS, Ltd., managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.)

1936 L.G.45 4½-litre sports tourer, recellulosed, chassis comprehensively checked, radio, fine history.

1937 L.G.45 4½-litre drop head coupe, centre change gear box, well maintained throughout.

1938 (late) 7.12 medium chassis sports saloon, engine and chassis comprehensively checked, total mileage under 19,000.

1939 series V.12 4-seater drop head coupe, regularly maintained by us, complete engine and chassis check now in progress, fine order throughout.

1939 series L.G.6 4½-litre sports saloon, comprehensive overhaul now in progress, splendid example of popular model.

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9000 miles.—1950 2½-litre Lagonda coupe, many extras, immaculate condition throughout.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

ONE only, new and unregistered Lagonda 2½-litre coupe, steel grey with grey upholstery, radio, heater, etc.

DEMONSTRATION model, 1952 saloon available, subject to B.M.T.A. covenant.

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1932 15hp rebored clutch, brakes relined, 28mpg, 1F.O.C., new hood, 2 spare wheels; £525 o.n.o.; taxed year.—Bradley, Maidenford, Barnstaple. [5551

LAGONDA 4½-litre 1937 drop head coupe, magnificent in ivory, engine overhauled; £675.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

1951 Lagonda drop head coupe, demonstration model, dark green with grey upholstery, Radiomobile fitted; also 1952 model available, new, unregistered, to above specification, less radio.

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1933 JULY 1933 Lagonda 6-cylinder, 21hp, 3-litre, production sports open 4-seater, positively immaculate vintage specimen, full history.—140, Golders Green Rd., Lemon, N.W.11. Speedbird 0014. [C4004

1938 Lagonda V.12 short chassis 4-door sports saloon, in excellent order, the engine having just been overhauled by Lagonda and not yet run in; bargain, £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1937 Lagonda 4½-litre Rapide tourer, in magnificent condition, whole vehicle thoroughly overhauled including engine unit, and completely ready for use; any examination invited; private owner only disposing of car due to unexpected alteration of plans, £795.—Box 0540. [C4007

LAGONDA, the well-known and beautiful 1939 model L.G.6 6-cylinder 4½-litre, rated at 30hp, sports saloon finished in light grey and light grey leather, sunshine roof, 2 spare wheels, built-in hydraulic jacks, P.100s, large fog lamps, radio, heater and many other additions, the fastest and most comfortable car anyody could wish for; this car has had hundreds of pounds spent on it and attracts admiring attention everywhere, is privately owned and offered at around £1,700; photos sent on request to Box 0113. [3153

£395 Lagonda 10hp four-seater sportsman's coupe, very special car—one of the prettiest pre-war Lagondas ever manufactured, equipped with very modern body lines and up-to-date features, knock-on wheels, special competition steering wheel, rev. counter, 100mph speedo, extra large type brake drums, Hartford S.A.s, quick fillers and all the trimmings, special series engine with S.U. carbs; the late owner has spent over £250 on mechanical maintenance a little over six months ago, including stripping down and complete reconditioning of engine and all major components; bills and full particulars of all overhauls available.—See below.

£395 A very exceptional Lagonda 3-litre pillarless sports saloon, 1938 model, modern-looking to a very definite degree with large external rear boot and coachbuilt body which is in excellent condition, the whole car tastefully finished in two-tone green with leather upholstery and fittings literally immaculate in every detail, the interior is as modern as almost any post-war car with late-type instruments, special flexible steering wheel, rev. counter and special gauges, smokers' companions, corner illumination at rear, 100mph speedo, etc.; other features include quick action filler caps, knock-on wheels, panelled, dual horns, etc.; the car has been extensively overhauled by Lagonda specialists less than twelve months ago, and bills are available for over £150 of work in engine and gear box alone; despite its year of manufacture this Lagonda is ready to give a far better term of service than many post-war models on the road to-day, and is guaranteed by us with every confidence.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Tel. Leighton Buzzard 3333. Also at Bells Corner, Denham. Tel. Denham 2266. Part exchanges; large catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday; open Whit Monday 10 a.m.—6 p.m. [C1035

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, B.Sc.), are service managers to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service. 273, London Rd., Morden. (5457-8 or upstairs 2000). Popesgrove 5548. We are open on Saturday mornings. [C617

LANCHESTER

£350—Lanchester 11 1938 4-door saloon, in really excellent condition throughout; many others. BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 3066-7. Cars Mnd. to Sat. 5-30 yards Holland Park Tube). H.P. terms. [C1017

1939 Lanchester 14hp roadrider de luxe saloon, mechanical and coachwork condition excellent. [C1018

RIPCO, Ltd. (Lanchesters purchased), 18, Albemarle St., Mayfair, London, W.1. Regent 2981. [C1019

1937-8 Lanchester 12 4-door de luxe saloon, an immaculate car throughout; £415 or on very easy hire purchase terms. [C1020

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days, 9 a.m. to 7.30 p.m. [C2048

1939 Lanchester 14 fixed head coupe, as new in immaculate condition, new tyres and over £100 worth of extras; £575. [C1014

PETER BAFFOER CAR SALES, 104, High Rd., W.4, Chiswick 5870. [C1014

1939 Lanchester 10 sln., very nice order; £465. —Smith, Ash and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019

LOOK!—Lanchester 10 saloon, as new, one private owner, low mileage, reconditioned engine, must be seen to be appreciated; £265.—Roys Autos, Euston 2700. [C3059

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 3405.

[0545

1939 Lanchester 14hp sports saloon de luxe, L.H.D. suspension, perfect condition; £495. 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

395 gns.—Lanchester Roadrider, June 1938, 14hp de luxe 4-door saloon, green and black, sliding head, green leather, preselector, L.f.s., carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Lanchester 11 1936 de luxe 4-door saloon, black, sliding head, brown leather, preselector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6061.

1934 Lanchester 10hp fixed head coupe, red and black, Burtonwood reconditioned engine, cellulose perfect, 4 good tyres, £100 bills to show; £175 o.n.o.—Mr. H. Anderson, 62, Lea Rd., Southall, Middlesex. [3632

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Lanchester, etc.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

Lanchester Cars Wanted

GOOD used 11-14hp Lanchesters wanted, later models preferred; trailers also please note.—London Cars, 502-6, Greenford Rd., Greenford, Middx. Walnor 2643.

Lanchester spares and service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 2701. [C0257

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

PRESENT stock includes:—

1938 Astura 4th series (2hp 8-cyl.) long chassis 6-seater limousine by Pinin Farina, dark blue, grey cloth rear, leather front, owned exclusively since new by important Italian Government official, completely reconditioned at Turin factory 1948 and little used since, a really fine high performance car, giving up to 85mph and 16mpg with exceptional comfort; also exceptionally good 1937 Aprilia standard saloon; and a 1938 Aprilia Farina cabriolet; full details on request.

EXCHANGES, deferred terms.

173 Westhourne Grove, W.11. Bay. 4274. [C4035

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

LANCIA 1937 Astura, specially built drop head coupe, master's reconditioned engine, hydraulic brakes, reupholstered, repainted, fitted new hood.—Charector Cars. See under "Sports Cars." [C1044

LANCIA Aprilia, Oct., 1938, black with brown leather, reconditioned engine, well maintained and in excellent condition, mileage 54,000, 4 spare tyres and many other spares; price £700 or near offer.—Alec Bennett, Ltd., 133, Portswood Rd., Southampton. Tel. 54081. [3210

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—F. P. Broce, High La Rd., N.20. Tel. Hillside 2305. [0343

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0345

JOHN S. TRUSCOTT, Ltd., urgently require really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

K hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gro. 2563. [0508

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520

LA SALLE

1939 La Salle foursome coupe, black, radio, heater; £550.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

LEA-FRANCIS

DICKS.

1948 Lea-Francis utility, makers' body, very attractive, maroon and cream; £795. [C1071

DICKS CAR SALES, Ltd., 359-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

GUY SALMON AUTOMOBILES offer:—

1948 Lea-Francis saloon, one owner, recellulosed, excellent condition; £695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. [C3000

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1951 Lea-Francis saloon car, natural wood and maroon, one owner, H.M.V. radio, heater and demister, checked and guaranteed; £1,350.

1949 Lea-Francis 14hp streamlined saloon, black, beige leather, one owner, only 13,900 miles only (genuine), heater and demister, Ki-gass screenwash, 9 months' guarantee; £1,450.

18- Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [C2010

1948 (April) Lea-Francis 14hp saloon, had recent extensive master's overhaul; condition almost as new, taxed December; £850; (customer's property).

YORK, WARD & ROWLATT, Ltd. Tel. Wellington 2403/4. [3529

1949 Lea-Francis saloon, sports body, 14hp engine, reasonable condition; £800.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

LEA-FRANCIS 1947 (July) saloon (one owner), very well maintained, finished black, red hide interior, in excellent condition throughout, new battery, tyres, etc., etc.; genuine bargain, £675.—Wanstead 1946. [C4046

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7.

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60206-7-8. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0594

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Lincolns (1937 onwards).—Wembley 5091/3903.

LLOYD

LOOK! A chance of a lifetime! 1949 Lloyd sports 4-seater, red, 8,000 only; £525.—Horn Autos, Euston 2700. [C3051

MARAUDER

MARAUDER.—This outstanding 2-seater roadster on view at the distributors.—Arnold H. Wilson, Ltd., 252, Harrogate Rd., Leeds. Tel. 54751. [2986

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 540K, with a Continental steering in exceptional condition.—Victoria 8715. [1535

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

265 gns.—as-new Mercedes-Benz, registered October, 1937, type 170, 1½hp Continental foursome drop head coupe, maroon, red leather, independent suspension, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. [C4016

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Gronvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3166

M.G.

PC

M.G. T.A. 10hp 2-seater, recon. unit, spotless, 1939, £425; M.G. T.A. 10hp 2-seater, 1938, £395.

M.G. 2-litre drop head foursome, choice of two, 1937; £365 and £345.

M.G. V.A. 1½-litre tourer, 1937, £315; M.G. 2-litre saloon, 1937, £295.

M.G. P.A. 8hp 4-seater, spotless, 1935, £275; M.G. P.A. 8hp 2-seater, 1935, £265.

M.G. J.2 8hp 2-seaters, 1933, choice of 4; £195 to £245.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 6041 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Museum 8231. [C3041

NEWNHAMS, Ltd.

1950 M.G. 1½-litre saloon, black with red, rim-veilled wheels, hood covers; £975.

NEWNHAM HOUSE, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3084

CAR MART, Ltd.

1950 M.G. 1½-litre saloon, 4,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

F. WARD Ltd.

1939 (November) M.G. T.B. drop head coupe, fitted radio, heater, 5 new tyres, new hood, outstanding car.

F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-purchase Specialists.

1939 M.G. 2½-litre drop head foursome coupe, finished battleship grey, new black hood, blue hide upholstery, really sound mechanical condition; the whole car in post-war condition; must be seen to be appreciated; £695.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

OVERSEAS CARS, Ltd.

1947 M.G. 1½-litre saloon, black/fawn leather; £775.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

NOEL ROSCOE offers:—

1937 model M.G. 10 T.A. 2-seater, exceptional condition throughout, finished red, immaculate, radio, luggage grid, new hood, specimen; £395; exchange, hire purchase.—Amersham Rd., Chalfont St. Giles, Bucks. Tel. 139. [C3052

B. J. HUNTER, Ltd., offer:—

1947 M.G. T.C. sports 2-seater, immaculate condition; £625.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

ARTHUR MULLINER, Ltd., offer:—

1950 M.G. 1½-litre saloon, first registered 16-2-50, finished black with beige leather upholstery, carefully maintained by one previous owner, fitted radio and sportsmap; if you very much require or wish for the latest price list of our comprehensive stock and terms of our incomparable six months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307 [C3019

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, bronze, red leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 180, New Bond St., W.1. Mayfair 9761. [C4045

JACK ROSE, Ltd. M.G. Agents, offer:—

1948 M.G. 2-seater in cream with red hide upholstery, one owner; accept £650; several others in stock.—Stafford Rd., Wallington, Surrey, Wallington 6677/8. [C3056

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £775.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £825.—D. J. Shepherd & Co. (Enfield) Ltd., Hertford Rd., Enfield. Howard 1631. [C3009

M.G. Magnette 4 type 12hp, good condition; £250.—Box 0555. [3610

1947 (June) M.G. 2-seater, genuine 36,000 miles, smart car.

ARLINGTON MOTOR Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Tel. Howard 1266. [3240

1946 M.G. T.C. model, green, green leather, 18,000 miles, ex. cond.

TICKFORD, Ltd., 9, Upper St. Martin's Lane, W.C.2. Temple Bar 3334. [C4029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1947 (June) M.G. T.C. Midget, black/beige, one owner, 25,000 miles; £545 CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

M.G. TC '51, recent £60 overhaul; £195.—Totnes, Westlands, Hunterscombe, nr. Slough. [5235

1950 M.G. 1¼-litre export model sports tourer, twin carburettors, concealed hood. [C5041

1950 M.G. T.D. 2-seater, ivory, red leather, low mileage, one owner. [C5052

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952.

BEARLE, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 5343

1950 M.G. 1¼-litre saloon, grey, red upholstery, 9,800 miles, very carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 9951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

LOOK!—A superb 1953 J.1 M.G. 8hp sports 4-seater, fully equipped; £235.—Hoys Autos, Buston 2701. [C3059

1938 M.G. 1½-litre tourer, in outstanding condition; offers around £465.—Details from Box 0337. [3462

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [C5026

M.G. 1938 T.A., as new, must be seen; £450 or near offer.—E. Lay, 245, Whitley Wood Rd., Reading, Berks. [3488

M.G. 1937 2-litre, new engine, gears, brakes, taxed, insured; £325.—10, The Lawn, Harlow, Essex. Tel. 3519. [5229

JULY 1949 M.G. T.C., ivory/red, 17,000 miles, excellent condition, radio optional, many extras; offers?—Box 0097. [5027

1951 M.G. 1½ saloon (reg. Oct., 1950), bronze with red leather, one owner, 10,000 mls., as new; £1,100.—Below.

1949 (Nov.) M.G. T.C. open 2-str., black with red leather, fitted chrome carrier, one owner, guaranteed 16,000 mls., as new; £700.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3406

1950 M.G. 1¼-litre saloon, bronze with beige upholstery fitted H.M.V. rad.o, 14,000 miles, one owner; £1,075.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1950 M.G. 1¼-litre saloon, 9,000 miles; £1,050. —E.F.S. Motors, Kingston By-Pass, Esher. Tel. Embertbrook 3000. [C2004

1950 (Feb.) T.D., black, green, luggage grid, one owner, as new, 17,000 miles; £925.—Cause End Cottage, Wootton, Bedford. [5170

M.G. T.C. Midget, 1946, reconditioned engine, new hood, excellent condition, radio, seen London area, Whitsuntide; first £510.—Box 0224. [5219

1947 TC 2-seater, finished black, taxed year, excellent order, carefully maintained; £650.—5, Clinton Court, Seaford. Tel. 2620. [3297

£190—1933 J.2, recent mechanical overhaul, rebore, new crank, etc., bills over £100.—F. 552, Chelsea Cloisters, S.W.3. [5427

1939 1½-litre Tickford drop head, fluorescent grey, excellent condition, carefully used; £525.—Mayfair 6060 or Beaconsfield 948. [5497

1½ saloon, August, 1950, green hide interior, one owner, 7,000 miles; £1,025.—Premier Motor Co., Ashford Rd., Aston Cross 3271. [2791

1949 (Nov.) M.G. T.C., green, twin horns, spot lights, carrier, tonneau cover, showroom condition, 18,000 miles; £715.—14, Manor Drive, Mill Hill. [5177

1947 M.G. T.C., 17,000 miles, fitted luggage grid, spring gaiters, etc., immaculate condition, £620 o.n.o.—Nutter, Harnolds-wick, Lancs. [2327

1938 1½-litre M.G. 4-seater tourer, in really fine exceptional condition; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

M.G. 1937 model TA (owner called for National Service), £81 just spent on overhaul, expert inspection invited; price £565.—Dudbridge Garage, Stroud, Glos.

£525—Bargain; specimen Oct., 1946, red M.G. T.C., smartest car in Manchester, reliable, spotless, chrome extras.—Details, Escott Market, Manchester. [5441

1947 M.G. T.C. 2-seater sports, in excellent condition throughout, carefully used car; £595.—Wembley 2-court Motors, High Rd., Wembley Arnold 5221-2. [C4050

1940 (Oct.) M.G. 2-litre sports saloon de luxe, excellent condition throughout; £425. 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube).

M.G. T.C. October, 1946, low pressure tyres all round, Newton shock absorbers, Windtone horns, twin spotlamps, special instruments, a perfect specimen of an M.G.; £565.

M.G. T.A., 1939 Tickford drop head; £495.

M.G. special supercharged N.A. Magnette; £335.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3592. [C5036

1950 (July) M.G. 1½-litre saloon, sunshine roof, heater, fog lamp, finished satin bronze, very carefully used; only £975.—Pantiles Service Garage, London Rd., Guildford 3326. [C5034

1937 M.G. 2-seater, 10hp, a fine specimen; £565, another, needing slight attention, £250; terms and exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. [C5055

1949 (August) M.G. Midget T.C., low mileage, cream and red, mechanically perfect and in showroom condition; many extras; offers.—Glebe Farm, Compton, Wolverhampton. Tel. 51285. [5399

M.G. 1938 1¼-litre saloon 12hp, black, with green leather, recent complete overhaul and respray, one owner who is emigrating or would sell entire condition; £450.—For inspection tel. Goring-by-Sea 42159. [5225

£875—1948 1¼-litre saloon, 2-tone green, fitted radio, twin horns, defroster, A.A. inspection, owner received new car.—A. L. Davies, Padeswood Service Station, near Mold, Flintshire. Tel. Buckley 2121. [5466

NAYLOR & ROOT, Ltd.—1948 M.G. T.C. sports 2-seater, black, green hide, 16,000 miles, very attractive; £695; six months' guarantee; choice of 100 quality cars, demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [C5022

M.G.

1950 (Sept.) M.G. 1¼-litre saloon, colour black, green leather, this car is as new and unmarred; first £690, no offers; taxed year.—19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1324 Cheetham Hill. [5423

1949 M.G. T.C., indistinguishable from new, green with beige upholstery, chrome luggage carrier, Windtone horns, new hood and side curtains; £755.—Breese, 29, Loseby Lane, Leicester. Tel. 58597 before 6 p.m. [3371

750 gns.—M.G. (September 1947) 1¼-litre saloon, black, sliding head, red leather, twin spotlights and de-misters, built-in hydraulic jacks, moderate mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

645 gns.—M.G. Midget (August 1949) 11hp T.C. 2-seater, cherry red, red leather, carefully used, excellent condition; choice of four 1949 T.C.s; terms, exchanges.—Rowland Smith, below:—

545 gns.—M.G. Midget (Sept. 1946) 11hp T.C. 2-seater, black, green leather, good tyres, carefully used excellent condition; terms, exchanges.—Rowland Smith, below:—

425 gns.—M.G. Midget (1939) 10hp T.A. 2-seater, black, green leather, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—M.G. 1938 model, 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—M.G. Midget (August 1934) 8hp P 2-seater, British racing green, leather upholstery, many extras, good condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—M.G. Midget, 1935 model, 8hp J 2 2-seater, black, silver wheels, spare tyre unworn, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 M.G. Tickford drop head coupe, one of the rare 10hp type with the wind-up windows, first-class and chauffeur-kept order, every conceivable extra, seen to be believed.—Mr. A. G. Gilbert, 95, Robin Hood Way, Kingston Vale, S.W.15. Kingston 6769. [5625

M.G. 1¼-litre, April, 1949, one owner, total mileage 25,500, fitted wireless, twin horns, twin spot lamps, de-frosters, excellent condition throughout, any trial or inspection; £825.—Tel. Reading 71562, or Brindles, Kidmore End Road, Emmer Green, Reading. [5205

1949 (registered Sept.) T.C. M.G. sports 2-seater, this vehicle is a real showpiece, extras include chrome luggage grid, spare wheel cover, all-over tonneau, loose covers, radio, twin mellowtones, twin mirrors, spotlamp, sportscoil, etc., etc.; see to appreciate; £775.—Below.

1939 M.G. 2-litre drop head foursome coupe; £475.—Bray Motors, 130-184, West End Lane, N.W.6. Hampstead 6480. [C1024

1½-litre M.G. saloon, 1939, engine recently overhauled and regularly maintained by experts, capable 90mph, fitted twin high frequency horns and Lucas electric wind tone, wire wheels to Dec., photo available; £550 or near.—Fry, 54, Seacroft Esplanade, Skegness. [5289

******* H. F. Edwards offer exceptional 1939 2.6 M.G. drop head 4-seater coupe, metallic grey, blue leather, an immaculate car, thoroughly maintained and recommended; must be seen to be appreciated; terms, exchanges.—25, Upper High St., Epsom 9400. [C2001

M.G. 8hp J2 sports 2-seater, original and unaltered, cellulose (red), leather (red), chrome, mats, hood etc., all perfect, recent extensive chassis overhaul (£120) including recon. engine (60lb oil pressure hot), 4 new tyres, new battery, condition of car equal well maintained 1939, open A.A. or R.A.C. examination; £225 or offer.—Cutler, Barn Cottage, Walberton, Arundel. Tel. Eastergate 3277. [3459

M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. cars.—A. 320, Euston Rd., N.W.1. Euston 1212. [0960

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0946

URGENTLY required, good pre-war M.G.—Hatfield 200, Portland St., W.1. Langham 0012. [C2005

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [0767

CAMDEN MOTORS require urgently T.A. and T.C. series Midgets.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). [W1035

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (2 minute Streatham Hill Station.) Tulse Hill 6464 and Brixton 2242. [WB057

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call.—Mayfair Garages, 58, Balderton Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5.

M.G. Spares and Service

M.G. spares.—Wanted, rocker bushes, rocker shafts, road springs and wheels, aprons, luggage grids, J2 and P windscreens, cycle type wings, cylinder head spanners. Reconditioning service; crankshafts, camshafts, rockers, vertical drives; 2-litre S.A. model, complete engine, gear box, back axle; prompt and courteous service.—V. W. DERRINGTON, Ltd., 159-161, London Rd., Kingston. Tel. 5621-2. [C1071

M.G. spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d. and guaranteed workmanship in all our repairs and E.M.C. Williams, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3033 [0433

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. [0349

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0208

MORGAN

OVERSEAS CARS, Ltd.

1950 Morgan drop head coupe, red/black, mileage 4,721, perfect condition throughout; £795.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3031

£350—Morgan 4/4 2-seater, licensed 13 Dec., 1952, immaculate condition, latest-type suspension.—Summerbee, 11, Lodge Rd., Southampton. [5512

1949 Morgan 4/4 2-str. sports, green, 5,000 miles only, superb condition, oil cell, Trico twin horns, ex-show model; offers.—70, Duncroft, Plumstead, S.E.18. [5398

1948 Morgan 4/4 coupe, grey, with black interior, returned to works for £200 check through, including all new tyres, sold to be as new; £550.—Day's Garage, Ltd., Lowestoft. Tel. 1551-2. [5312

645 gns.—Morgan 4/4 1950, 10hp drop head coupe, cream, black leather, two spare wheels, demister, one owner, small mileage, exceptional condition; choice of 4 Morgan 4/4 coupes; terms, exchanges.—Rowland Smith, below:—

595 gns.—Morgan 4/4, May, 1949, sports 2-seater, blue, black leather, Windtone horns, two spare wheels, one careful owner, 18,600 miles, exceptional condition; taxed, terms, exchanges.—Rowland Smith, below:—

395 gns.—Morgan 4/4 1948 10hp sports 4-seater, green, leather upholstery, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [C4016

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tuoe), Ham. 6041. [0949

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and repairs.—Bassi Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—P. H. Doutrase, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0970. [0728

MORRIS MINOR

ACRES offer,—

1949 (November) Morris Minor convertible, finished in maroon, leather upholstery, speedometer reading 16,000, undoubtedly genuine this car indistinguishable from new; first £595 secures.

A. CRES AUTOS, Ltd., 158, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.

1950 Morris Minor tourer, 15,000 miles; £685.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

PRIDE & CLARKE, Ltd.

£665—1950 Morris Minor saloon, beige leather, heater, one owner excellent condition, THREE months' guarantee; terms; exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [3525

PHILIP REARDEN, Ltd., offer,—

1950 Morris Minor saloon, grey, 6,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5.

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 Morris Minor, black, low mileage as new condition; £795.

3 months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1950 (Nov.) Morris Minor saloon, 6,000 miles.—Ernest Sutton, Tel. Reigate 4.

1950 (Feb.) Morris Minor saloon, black/beige, one owner, taxed for year, 13,500 miles, heater, as new; £850.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [C4029

1950 latest type Morris Minor saloon, headlamps in wings, 10,000 miles; £785.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1949 Morris Minor saloon, many one owner, immaculate condition; £695.—Peter Queen Ltd., Wootton Rd., King's Lynn. Tel. 4129. [2242

1950 Morris Minor saloon, radio, heater, maroon, small mileage; £775.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Speedwell 2266. [C4011

1949 Morris Minor saloon, maroon, radio, one owner; £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1145. [C1016

1949 (Oct.) Morris Minor saloon, green, 13,000 miles, radio, loose covers, absolutely perfect; £750.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1262. [C1078

1949 Morris Minor saloon, low mileage, beautiful condition; £725; terms and exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [5575

645 gns.—Morris Minor, April 1950, tourer, Romain green, small mileage, unworn tyres, practically new condition; taxed; terms, exchanges.—Rowland Smith, below:—

695 gns.—Morris Minor, September 1950 saloon, fawn, heater, many extras, one careful owner, 7,500 miles, original spare unused, almost new condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamostead Tube). Hampstead 6041. [C4016

OCT. '50, saloon, Thames blue, one owner, under 14,000 miles regularly serviced and in excellent condition; £785; in Town during week (Grangewood 0506).—Week-ends, Cornish, Huxley, Groombridge, Sussex. [3404

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W. Euston 1212. [0716

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0383

MORRIS EIGHT

1936 Morris 8 saloon, good order; £220.—Smith, Wool Shop, Selsey, Sussex. Tel. 7156. [3378

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

DICKS.

1938 Morris 8 2-seater very good condition; £295.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6688-9. [C1072

GATEHOUSE MOTORS offer:—

1938 Morris 8 2- and 4-door saloons, choice of 5 all in excellent condition, from £295.—Gatehouse Motors Ltd., Highgate Village London, N.6. Mou. 4444 [C2021

WEMBLEY COURT MOTORS, offer:

1948 Morris 8 4-door saloon, fitted radio, appearance immaculate, perfect order throughout, any trial; £575.

1946 Morris 8 sunshine saloon, very good condition throughout, any trial, exceptional offer; £325.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [C4060

WELL HALL ROAD GARAGE offer:—

1939 Morris 8 series E, very good mechanically, body needs attention, good tyres, taxed year; £275.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Elt. 3834. [C4010

1946 Morris 8 saloon, in excellent condition; £495; many others at

ARSENAL GARAGE, Ltd., 2, Chester Close, Chester St., S.W.1. Slo. 9044. Trade enquiries invited. [2803

1938 Morris 8, 2-door saloon de luxe, in very nice order throughout; £275.

COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0199-8. [C1054

1938 Morris 8 2-seater tourer, positively immaculate; £275.—Kingston 9146. [3559

1938 Morris 8 sun saloon, taxed year, good condition and economical, guaranteed; £325.

G. W. WILKIN, Ltd., Weston Park, Kingston-on-Thames, Kin. 2241. [C4055

LOOK!—1946 Morris 8 saloon, loose covers, etc., £475; also 1939 saloon, at £350.—Roys Autos, Euston 2700. [C3059

1939 2-door blue/black sliding roof saloon, excellent mechanical condition, one owner; £375.—Ambassador 6827. [3566

LATE 1956 2/4-seater tourer, reconditioned engine, exceptional spot light, heater, very clean; £265.—60, Tuns Lane, Slough. [3408

1938 Morris 8 saloon; several from £270.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

1939 Morris 8 2-door, excellent mechanical order, taxed end year.—Tel. 9-6, Manager. Cld. sold 5665; evening, Potters Bar 2075. [3645

1936 Morris 8 4-door saloon, original cellulose, interior red leather, in excellent condition, reconditioned engine recently fitted; £235.

MAODALEN MOTORS 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

1940 Morris 8, 4-door saloon, exceptional all-round condition; £400.—C. W. J. Coles Ltd. (Adjoining Station), Blunt Rd., S. Croydon. [C1080

1946 Morris 8 saloon, taxed end of year; £425.—Universal Car Distributors (London), Ltd., 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [3541b

£299—Genuine 1939 series E Morris 8 4-seater tourer, definitely unrepeatable.—Brav Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1094

1939 Morris 8 4-door de luxe saloon, reconditioned engine, very good throughout; £370.—54, Percy Rd. Hampton-on-Thames, Molesey 4265, business hours. [3528

1937 Morris 8 saloon, blue and black, new brake linings, king pins, etc., taxed December; £250.—365, Station Rd., Forest Gate, E.7. Tel. Maryland 2653. [3588

1939 Morris 8 4-door de luxe saloon, really exceptional condition; £425.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3044

1942 Morris 8 saloon, grey with green leather, perfect condition; £425; trade price on application.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [C1059

1946 (Oct.) Morris 8 2-door sunshine saloon, 30,000 miles, black/brown.—Gerry Browne Motors, 55-57, South Edwards Square, London, W.8. Western 4351. Trade only. [C1091

1939 Morris 8 series III saloon de luxe, resprayed black with brown leather-type upholstery, 5 practically new tyres, reconditioned engine; £395, or on very easy hire purchase terms.

KING'S AUTOS 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7 p.m. [C3049

1937 Morris 8 4-seater tourer, black, recellulosed, one careful owner since 1939, £70 recently spent, very sound condition; £225.—Deakin, 85, Stanhope Mews East, Queen's Gate, S.W.7. [3461

395 gns.—Morris 8, October 1946, de luxe 2-d.or saloon, black, sliding head, brown leather, one owner, excellent condition; choice of three 1946 models; terms, exchanges.—Rowland Smith, below:—

295 gns.—Morris 8, 1939, 2-door saloon, grey, very good condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Morris 8, 1938 model, de luxe 2-door saloon, green and black, sliding head, green leather, good condition; choice of 10 Morris 8's; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hamp-stead 6041.

1937 Morris 8 2-door saloon de luxe, reconditioned engine 800 miles, axle and transmission overhauled; tyres, battery and bodywork good; £365.—Evenings, week-ends: Leadbeater, Havenlea, Swindon Rd., Horsham, Sussex. [3475

*** 1948 (March) Morris 8 4-door saloon, black, brown leather, an absolutely outstanding and immaculate example, thoroughly recommended; written guarantee; £595; terms, exchanges.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2001

£375 Absolute gift. Morris 8 Series E sports 4-seater, with immaculate bodywork, good tyres, and literally looks and runs like post-war model; don't miss this at this price; choice 3 other Morris 8s from £250; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976

PRE-WAR Morris Ship saloon wanted.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [1418

REQUIRED, urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [W2058

FERRARIS OF CRICKLEWOOD, Ltd., buy Morris 8 saloons at full market value, post-war preferred. —200-250, Cricklewood Broadway, N.W.2. Gla. 2254. [W2008

MORRIS TEN

GATEHOUSE MOTORS offer:—

1936 Morris 10 saloon, black, in excellent condition; £265.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Morris 10 saloon, record, engine, one owner, very nice condition; £675.

3 months' guarantee; terms; list on application.—Swiss Cottage Finchley Rd., N.W.3. [1051

1947 Morris 10, in first-class condition; £625; many others at

ARSENAL GARAGE, Ltd., 2, Chester Close, Chester St., S.W.1. Slo. 9044. Trade enquiries invited. [2802

1936 Morris 10, bargain, money required for new car.—Tel. Wharncliffe 269. [3445

1940 Morris 10 Series M, new battery, covers; bargain, £350.—Kimbridge 9195. [3456

1939 Morris 10, good, clean condition; £450.—Silcott Motors, 1a, Silcott Rd., S.W.11. Bat. 1187. [C4000

1940 Morris 10 saln., unrepeatable; £420.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

DECEMBER, 1948, Morris 10 4-door de luxe saloon, exce.ient condition, taxed; £665.—Great Western Motors, London, W.2. Ambassador 1061. [3585

£199—Delightly unrepeatable, genuine 1936 Morris 10/4 de luxe saloon.—Brav Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1094

1939 (Nov.) Morris 10 saloon, black, in immaculate condition and very good running order; any trial; £415.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [C4060

1947 (Aug.) Morris 10 saloon, one owner, fitted radio, new engine, tyres and springs, taxed to Dec. 31st; £536.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [C1068

£275—Morris 10 4-dr. sln., 1936, recent engine overhaul by Burtonwood at cost of £51, resprayed original black/blue exterior, blue leather, sun roof; terms arranged privately.—Arn. 7037. [3458

£365—1938 Morris 10 de luxe saloon, excellent cellulose and mechanically 100%, this vehicle gives outstanding performance with economy; 3 months guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer 1939 Morris 10 saloon, a guaranteed reconditioned engine just fitted, also new Rotoflo S/As., etc.; black, with brown leatherette and red seat covers, an excellent car throughout; £450; terms or exchanges. —Tel. Watford 4491. [C3002

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977

URGENTLY required post-war Morris 10 Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [W2058

ALMOST new Morris 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

FERRARIS OF CRICKLEWOOD, Ltd., buy Morris 8 saloons at full market value, post-war preferred. —200-250, Cricklewood Broadway, N.W.2. Gla. 2254. [W2008

MORRIS TWELVE

1939 12hp 4/5 saloon, new engine, tyres, showroom; £395; evenings.—95, Monarch Parade, Mitcham. [3564

1937 Morris 12 good runner; £300.—Barnes Garage, 115, Finchley Rd., Hampstead, N.W.3. Ham. 2221 Mal. 1627. [C1012

1936 Morris 12 de luxe saloon, grey with blue leather upholstery, has been reconditioned mechanically a very clean motor car; £295.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd. S.W.15. Tel. Putney 3588. [C4030

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

MORRIS FOURTEEN

1937 Morris 14 saloon, black, one owner, excellent condition throughout; £285.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 5779. [C3010

1938 Morris 14, fitted most attractive 4-door utility body, fold-flat seats, etc., excellent condition throughout; £585.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6077-8. [C2043

MORRIS SIXTEEN

£85—1934 Morris 16 4-door de luxe saloon, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1094

MORRIS EIGHTEEN

GLANFIELD LAWRENCE offer:—

1938 Morris 18 saloon, black/brown, one owner since new, splendid example; £525.—407, High Rd., N.12. Finchley 3091 [C2053

MORRIS OXFORD

ACRES offer:—

1949 Morris Oxford saloon, finished in maroon with red leather upholstery, low mileage, carefully used and maintained by main agents, first £950 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909 [C1008

W. JONES & SONS, Ltd.

1949 (May) Morris Oxford saloon, maroon, beige leather, 19,000 miles, fitted heater, immaculate condition, taxed for 1952, bargain; £745.—Jones, Reigate 2166. [3565

MORRIS OXFORD

GLANFIELD LAWRENCE offer:—

1949 Morris Oxford saloon, grey beige, 15,000 miles only, beautiful specimen; £895.—407, High Rd., N.12. Finchley 3091 [C2053

CITY SALMON AUTOMOBILES offer:—

1949 Morris Oxford, genuine 2,000 miles, quite as new; £975.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

1949 (Nov.) Morris Oxford saloon, maroon, leather upholstery, one owner; £699.

W. J. BROWN, Ltd., established over 30 years, 339, Finchley Rd., N.W.3. Hampstead 4414. [3327

LATE 1948 Morris Oxford, maroon and beige, seat covers, low mileage; £850.—Tel. Dudley 2658. [3600

1950 Morris Oxford, 10,000, radio, heater; £995.—Seaton Villa, Pentillie Rd. Mutley, Plymouth. [3182

1950 Morris Oxford, black, superb condition; £825.—Fagg, Priory Way, Hitchin, Herts. Tel. 1715. [3411

1950 Morris Oxford saloon, colour black, 5,000 miles only; £950.—See also our advert. on page 45.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C3038

1949 Morris Oxford saloon, beige leather, 22,000 miles, excellent condition; £910.—John Trigg, Ltd. Esher 1234. [C4035

1950 Morris Oxford saloon, genuine 10,000 miles; £890.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2036

MORRIS OXFORD, 1953, interior and exterior perfect, excellent runner; £150.—39, Hadleigh Gdns., Worcester Park, Surrey. [3592

1950 (June) Morris Oxford, fitted 2 spot lights, screen spray, heater, covers, £925.—Cranmore, 64, High St., Potters Bar 2040. [C1068

1950 Morris Oxford, mileage 11,000, faultless condition; £895 o.n.o.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. [C2014

1950 Oxford saloon, black/brown, heater, immaculate; £794.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1950 Morris Oxford saloon, black/brown, loose covers, mileage 5,500, spare unused, excellent condition; nearest offer £1,050.—Box 0856. [3608

1949 (June) Morris Oxford saloon, maroon/beige leather, one owner, fitted heater, speedometer 10,000, excellent condition throughout; £945.

JOHN CAMPBELL MOTORS, 615, Holloway Rd., N.7. North 4441. [C1036

1949 (April) Morris Oxford 4-door saloon, green-grey leather interior, fitted new R.M.V. push-button 40gn radio, heater and demister; this car has had one exceptionally careful owner and is indistinguishable from brand new, mileage 19,000, taxed and insured yearly, full kit of tools (unopened) and instruction book; delivered free; £750; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Tel. Pendleton 3457. [C3020

Morris Oxford Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

ALMOST new Morris Oxford need cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

WANTED, low mileage Morris Oxford saloons immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W4052

MORRIS SIX

ARTHUR MULLINER, Ltd., offer:—

1950 Morris Six saloon, first registered 9-2-50, finished grey with brown leather upholstery, one owner, small mileage, in immaculate condition throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock and terms of our no-deposit, no-payments scheme.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

1950 Morris Six, green, green upholstery, 10,000 miles, fitted heater. [C3053

WILCOX (SLOUGH), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [C3053

1950 Morris Six, beautiful condition, £15,000 miles; £900.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [3562

1950 (May) Morris Six saloon, genuine 5,000 miles, as new; £1,075.—Lockwood Automobiles Railway, Walton-on-Thames. Tel. 2824. [3568

1950 Morris Six saloon, radio, heater, 7,000 miles. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

1950 (Sept.) Morris Six, 10,000, spare unused, one owner, beautiful cared for, beautiful condition, radio, heater, &c., taxed year; £875.—Willesden 3205. [3596

1950 (April) Morris 6-cyl. de luxe saloon, 9,000 miles, spare unused, one owner, taxed year; £850; terms exchanges.—Holmes & McCarthy, Palmers Green 681. [3594

OPPORTUNITY!!!—1950 (July) Morris Six de luxe saloon, fitted heater, one owner, in superb condition throughout; at bargain figure, £850.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 [C1011

WALTER SCOTT, Ltd.—Morris Six, October 1949, black, heater, radio, 7,000 miles, spare unused, as new; £795; terms, exchs.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Fri. 2914. [C4009

1950 Morris Six saloon, 10,000 miles, one owner, completely as new, loose cover and radio, £975; and Morris Oxford 1949, 12,000 miles only one owner, grey, £875.—Wray Park Garage, Ltd., Reigate 2266. [3575

1950 (Aug.) Morris Six saloon, grey, superb condition, 15,000 miles, very carefully used, one owner, heater, roof luggage carrier; £1,000 or very near offer.—Loxley, 67, St. Giles, Oxford. Tel. 3211. [3349

Morris Six Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4601-3. [0979

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 3767. [0624

MARSTON MOTOR Co. for your Morris.—Tel Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

HATTONS, of Lord St., Southport, will buy Morris 1938 to 1950, 6 to 14hp, in condition above average. [0798

Morris Spares and Service

WEST London.—Rogers Garage, repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome [8504

OLDSMOBILE

SIMPSON'S MOTORS offer:—

1940 Oldsmobile, all extras, loose covers, black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1938 8-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance; price £395.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath nr. Lingfield, Surrey. [0113

1949 (October) Oldsmobile 76 4-door saloon, mileage 25,000, immaculate, radio and heater; best offer over £2,000 secures.

PEARSON'S OF LIVERPOOL, Ltd., 3-5-7, Shaw St., Liverpool, 6. Tel. North 1246. [5606

1950 Rocket Oldsmobile, 2-door sports saloon, 12,000 miles; immaculate, radio, heater; £2,475.—Taylor and Crawley, 46, Kensington Court, W.8. Western 6015. [2026

LATEST style Oldsmobile 98 convertible, power-operated windows and hood, every extra, heater, radio; lovely car; £1,695.—Taylor and Crawley, 46, Kensington Court, W.8. Western 6015. [3092

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2 Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6628-7). [0576

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1, Gerrard 8600. [0627

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Oldsmobiles (1937 onwards).—Wembley 8691/3903

OPEL

1937 Opel de luxe saloon, condition and appearance as new; £200 or nearest.—Box 0311. [5563

165 gns.—Opel Olympia, 1937, 12hp drop head coupé, fawn, re-upholstered, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0651

Opel Spares and Service

REPAIRS, spares, wings, reconditioned engines, new pensions, etc.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.1. Pri. 6159.

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944. [0526

PACKARD

GUY ALFREDS & Co. offer:—

1938 Packard limousine, leather throughout, one private owner since new, outstanding condition.—6-7, Warren St., W.1. Euston 3268. [C1005

JOE THOMPSON (MOTORS), Ltd. offer:—

A LATE model Packard, 4-door saloon, colour blue, registered April, 1950.

1938 Packard Super 8 limousine, one private owner, new tyres; £750.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd. South Kensington (next to Michelins), Ken. 4858. [C4028

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 3400.

PACKARD sole concessionaires offer:

A SELECTION of completely reconditioned 1938 and 1939 saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0262

1937 Packard 120 saloon, faultless; £275.—Cass's Motor Mart, 5, Warren St., W.1. Euston 3572. [C1040

1937 Packard 4-door saloon, immaculate, one owner, serviced by makers since new; £425.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1937 Packard 120 limousine with division and face-forward occasionals, one private owner since new, faultless condition in every respect; 3 months' guarantee; £775.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.2. Finchley 6236 (3 lines). [C1061

495 gns.—Packard Super 8, 1939, 32.5hp 4-door touring saloon, bronze, fawn cloth, steering column gear-change, overdrive, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [C4018

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Packards (1937 onwards).—Wembley 8691/3903. [0671

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH immediately for good Packard, etc.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex, Ealing 3400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0903

7-SEATERS private 1937/8/9 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0469

PLYMOUTH

SIMPSON'S MOTORS offer:—

1950 first registered Plymouth coupe, all extras, blue.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

PONTIAC

SIMPSON'S MOTORS offer:—

1949 '50 Pontiac, hydramatic drive, all extras, light green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

GUY ALFREDS & Co. offer:—

1939 Pontiac small 6 saloon, reconditioned engine, £560 spent on this vehicle during last 5,000 miles, all new tyres, in 1952 condition throughout, —6-7, Warren St., W.1. Euston 3268. [C1005

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. require Pontiacs (1937 onwards).—Wembley 8691/3903. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629

RACING CARS

COOPER 500cc J.A.P., with trailer; £295; no reasonable offer refused.

HARPERS, Two, Walters Rd., Hemel Hempstead, Herts. Bxmoor 1241. [5546

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621

H.W.M. 1951 team car for immediate delivery, this car, which had many successes during last season in the hands of Stirling Moss, has been thoroughly overhauled, reconditioned and repainted, complete with Weber carburettors and ready for immediate racing.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [6107

RAILTON

ALDRIDGES (Est. 1753).

THE following motor car, the property of Mrs. B. C. Shuttlesworth, Old Warden Park, Biggleswade, will be sold by auction at Aldridges, William Rd., N.W.1, on Wednesday, May 28.

REGISTERED Dec., 1950, 29hp Railton Special 2-seater sports coupe, the chassis and engine of this car were purchased in 1950 and stored until 1950, when the special body was built by Messrs. Salmons, of Newport Pagnell. Total mileage is only 600; now on view at Aldridges, William Rd., N.W.1 Euston 4252 and 4515. [3203

HAROLD RADFORD & Co., Ltd.

1946 (first registered July) Railton foursome drop head coupe, 28.6hp, speedometer reading 43,537 miles, fitted with new hood and tonneau cover, colour black, Radiomobile radio, heater, and Ace discs, in virtually new condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753; all models available and wanted. [5467

1940 drop head foursome coupé; this car is as new, has been most carefully used; £450.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [C4016

PROBABLY the most beautiful Railton sports saloon in the country, sweeping lines, deep bronze green, stoneguard, everything rechromed. Powerdome engine, new automatic carburettor giving great economy, cruises silently 75mph, crank standard, bores 80-10ths, o/s, new pistons, everything Rolls finish and condition; £550; car suitable lady considered part; personal car of managing director of Nash Bros., Coachbuilders, 94, Lodywood Rd., Birmingham, 12. [3227

£495 one of the most genuinely immaculate pre-war cars we have ever seen, beautifully finished in primrose and black, the coachwork and chrome are literally like new, mechanical condition is of the very highest order, bills are available for nearly £170 overhaul to engine, etc., consisting of stripping down, rebore, sleeve, reground crankshaft, all bearings remetalled, new pistons, new timing gear assembly reconditioned clutch, complete overhaul to gear box, relining brakes, overhaul to front end, rear axle, steering assembly, etc., a new hood has been fitted and all tyres are practically brand new (Avon heavy duty); features include fold-flat screen, remote control gears, pistol grip hand brake, 100 mph speedo, 6in rev counter, etc.; apart from the superb mechanical condition this car is definitely an event and one which any fastidious motorist would be justly proud to own—see it and try it at

CAMDEN MOTORS Ltd., Lake St., Leighton Buzzard, for Leeds. Tel. 3081 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday Saturday. Open Whit Monday 10 a.m.-6 p.m. [C1035

RAILTON

1937 Railton doctor wishes to sell Railton sports saloon, 29hp, engine in first-class order, body reconditioned, owner expecting delivery of new car, highest offer.—Paddington 6474. [5450

A1 MOTORS (LONDON), Ltd., offer 1939 Fairmile, drop head coupé, 1938 Cobham de luxe razor-edge saloons, choice of three; 1938 Carrington drop head coupé; all reconditioned throughout; 1938 sports saloon, special body; 1938 Sandown saloon, both in good condition; spares stocked.—26b Belgrave Rd., S.W.1. Victoria 8285. [0333

Railton Cars Wanted

CASH immediately for good Railton, etc.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2948. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

RENAULT 4-door 1948 saloon, 8hp, bronze, splendid car in good condition; £550.—Box 0261. [3304

1946-7 Renault 12 saloon, guaranteed; £425; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

WELHAM'S RENAULT SALES & SERVICE, Quarrendon Hill Rd., Surbiton (Elmbridge 1875), have a small selection of used Renaults. [0126

1938 Renault 12 saloon, almost original, 49,000, but reconditioned, extras.—Richards Bros., Renault Agent, Newport, Mon. Tel. 4302. [3468

WALTER SCOTT, Ltd.—1939 Renault 4 saloon, fitted with Ford 10 engine, exceptional performance; £295; terms, exchanges.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

1946 Renault 6-cylinder, 4-litre, 6-seater, d.h. coupé, 18 mps, 10-85 mph in top, genuine mileage, 24,000, taxed to December, 1952, colour maroon with cream leather upholstery, one owner, first-class condition throughout, £900, or offer.—Box 0276. [5222

545 gns.—Renault 8, January 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 (February) Renault 760cc de luxe, special quality maroon with cellhide, cream lines and wheels; many practical extras; oversize Goodyears; 10,000 miles; quite exceptional throughout; an enthusiast's car; £795, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Renault Cars Wanted

ROWLAND SMITH'S the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [0127

Renault Spares and Service

DISMANTLING at Motolympia: 1937 18-4 coupé, also 1933-4 14hp; quantity of important parts for 1938 12hp.—"Motolympia," Welshpool, Montgomeryshire. [0344

RILEY

CAR MART, Ltd.

1950 Riley 2½-litre saloon, 7,000 miles; £1,525.

1950 Riley 2½-litre saloon, radio, heater, 19,000 miles; £1,395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. [C1059

MERCURY offer:—

1939 Riley 16/4 saloon, in superb condition, 2 owners since new, new engine 1951, twin S.U.s, 4-speed synchro-mesh box, radio, heater, perfect tyres, taxed year, super car; £495.

1937 Riley 12/4 Kestrel, in exceptional order, spotless cellulose and chrome, immaculate interior; £425.

RILEY 12/4 Lynx, registered 1938, spotless, new hood and tonneau, an excellent car; £345.

RILEY 12/4 Lynx, 1936, new hood and zip tonneau, clean car; £315.

TERMS and exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Sudbury, Middx. Wembley 6058-9. [C3013

TOM GARNER, Ltd., offer:—

1950 Riley 1½-litre saloon, black with green upholstery, 8,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020

HAROLD RADFORD & Co., Ltd

1948 (September) 2½-litre Riley saloon, colour black, speedometer reading 16,813 miles, fitted with new tyres, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

PHILIP RICKARDS, Ltd., offer:

1950 Riley 2½-litre black and brown, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5.

WARWICK WRIGHT, Ltd., offer:—

1950 Riley 1½-litre saloon, maroon, beige leather, 9,000 miles.

1950 Riley 2½-litre drop head coupé, maroon, red leather, radio, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BOON & PORTER, Ltd., Distributors.

1950 (August) 1½-litre saloon, unscratched, one owner, 17,000 miles; £1,145; open until 7 p.m., 1 o'clock Sundays.—Castelnau, S.W.13 (By Hammersmith Bridge). Riv. 4444. [C1022

GUY SALMON AUTOMOBILES, offer:—

1950 (September) Riley 2½-litre saloon; £1,495. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

1938 Riley Big 4 Kestrel saloon; £475.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [C3056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

JAN., 1950, Riley 2½-litre saloon, green; £1,430.

1950 Riley 1½-litre saloon; £1,295.

MARCH, 1949, Riley 2½-litre saloon; £1,295.

OCT., 1946, Riley 1½-litre saloon; £900.

ALL low-mileage cars

EXCHANGE.—"Lingwood," Upper Bassett Ave., Southampton. Tel. 68852. [9925

1934 Riley 9, in very good condition; £175.—Prospect 5161. [3557

12/4 Kestrel 1955, minor defects, thus only £235.—Ham. 3631. [3545

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon; £950.

GORDON CARS (LONDON), Ltd.—1946 Riley 1½-litre saloon; £850.

GORDON HOUSE, 275, Euston Rd., London, N.W.1. (Euston 6611. [C2023

1950 (Sept.) Riley 2½-litre saloon.—Ernest Sutton, Tel. Rogate 4. [C4023

1936/7 Riley 1½-litre Kestrel de luxe saloon, excellent condition; £340. [C2044

G.P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

RILEY 9 Monaco saloon, good condition; £160.—R. Reynolds, 145, Elm Drive, Harrow 1235. [3594

SPECIALISTS for reconditioned Riley cars, spares, spares.—Lewes Motors, Ltd., Lewes.

RILEY 1½-litre, 1950, mileage 22,000, best offer. Viewing Stoke-on-Trent, Staffs.—Box 0284. [3544

BEACON OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5546.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

1949 Riley 2½-litre sal., black; £1,050.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3043

1951 Riley 1½-litre saloon (reg. Nov., 1950), black with brown leather, fitted heater, 9,000 mls., as new; £1,500.—Below.

1950 Riley 2½-litre saloon, green, with green leather, one owner genuine 15,000 mls., looks 5,000 mls., as new; £1,450.—Below.

1948 (Feb.) Riley 2½-litre saloon, black with all brown leather, fitted heater, 24,000 mls., in 1951 condition throughout.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3407

1947 model Riley 1½-litre saloon, H.M.V. radio, exceptional car, taxed year; £760.—12, Church Lane, Luton 4212-3. [3591

1940 2½-litre Nuffield saloon, 45,000, condition good, many replacements; £525.—25, Allandale Rd., Enfield. Waltham Cross 23.

21-litre Riley, Nov., 1947, new tyres, new battery, recent full overhaul, exceptionally fast; £990.—Dr. Johnson, 109, Harley St., W.1. [3495

1948 1½-litre Riley Bonallack 5-seater saloon body, maroon and oak; £875 or exchange Triumph Roadster.—Box 0253. [3571

1947 2½-litre Riley, black saloon, H.M.V. radio, excellent condition; £925.—Great Western Motors, London, W.2. Ambassador 1061. [3584

1947 Riley 1½-litre saloon, black, one owner, £895.—F. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3056. [C1076

1951 Riley 2½-litre (registered October, '50), one owner, 10,000 miles, radio immaculate condition, a bargain at £1,275.—Romford 9168. [3402

1938 model, Riley 16hp 4-cylinder Adelphi saloon, black with maroon upholstery, just overhauled, all in excellent condition throughout; £485. JOHN CAMPBELL MOTORS 415, Holloway Rd., N.7. North 4441. [C1036

1946 Riley 1½-litre, magnificent condition, bargain; £785, terms and exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [3577

1946 Riley, 1½-litre blk./tan, excellent order throughout, decarbonised, £800 near offer.—Garth, St. Christopher's, Send, Woking 2032; also Weybridge. [3370

1950 (July) 2½-litre Riley Roadster, colour black, red leather, seat covers, red hood, 10,800 miles; £1,225.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4037

1947 (March) 1½-litre Riley, black/red, wireless and heater, taxed end of year, immaculate condition. Eagle tyres, any inspection; £800.—Tel. Dudley 2658. [3601

1948 2½-litre Riley, grey and black, wireless with extension to rear, seat covers, Fort tyres, low mileage, taxed end of year; £1,100 or best offer.—Tel. Dudley 2658. [3599

1952 (February) 2½-litre Riley saloon, black with red upholstery, 1,300 miles only, B.M.T.A. consent.—Apply Attenborough Garage, Basell, Notts. Tel. Beeston 55297. [3602

WALTER SCOTT, Ltd.—1956 15.6 Riley Kestrel, grey, excellent condition; £295, terms exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1947 Riley 1½-litre black saloon, exceptional condition, modified suspension, new tyres, small mileage, owner taking delivery new car, quick sale; £850.—Mogador 2091.

1948 Riley 1½-litre (reg. Nov., 1947) black saloon, 22,000 miles, very carefully maintained and in first-class condition throughout; £925.—Can be seen at Station Garage, Redstone Hill, Redhill. [3722

1948 (Oct., 1947) Riley 1½-litre saloon, black, brown interior, one owner, low mileage, excellent condition, any trial.—John Ireland (Wolverhampton) Ltd., Bilston St., Wolverhampton. [3598

1937 Riley Kestrel Sprite 1½-litre saloon, coachwork 100% perfect, excellent mechanically, guaranteed one of finest specimens in the country; £500.—Tel. Wolverhampton 56145, business hours. [3173

1947 2½-litre saloon, black, maroon leather, maintained in peak condition regardless of expense; £990.—Thomas Daniel & Co., Ltd., 35/36, Aston St., Birmingham, 4. Aston Cross 5779. [3214

1951 Riley 2½-litre sports roadster, colour green, very low mileage, original tyres, taxed year, genuine reason for sale with B.M.T.A. permission.—S. Farrow, Bellwater Farm, Eastville, Boston, Lincs. [3629

RILEY 1½-litre 1949 saloon, excellent condition, has been driven by one director only since new, garage maintained weekly, available for inspection in Birmingham.—Kalamazoo, Ltd., Northfield, Birmingham. [3363

RILEY

CAMDEN MOTORS.—Riley 9hp special series Kestrel saloon, 1935, twin carb. engine, Scintilla Vertex mag., knock-on wheels, very much streamlined appearance, terrific goer; £295.

CAMDEN MOTORS.—Riley 9hp Monaco saloon, 1936, rather a nice one, gunmetal lines and paintwork (medium blue), neat and tidy interior, uses no oil and will do 35mpg, new set of tyres last month; £325.

CAMDEN MOTORS.—Riley 9hp Kestrel saloon 1936, late registration, beautiful swept lines, stylish maroon finish with interior to match, engine reconditioned by Burtonwood less than 7,000 miles back decoked and tuned last week, fitted discs, pass lights, etc.; £395.

CAMDEN MOTORS.—Riley 9hp Merlin saloon 1936, dark blue, one change of ownership only since new original condition throughout, total recorded mileage 61,500 believed genuine; £345.

CAMDEN MOTORS.—Riley 9hp Merlin saloon 1936, similar model to above but a shade less attractive, excellent runner with good tyres; £295.

CAMDEN MOTORS.—Riley 1½-litre 12hp special series Kestrel saloon, 1935 model, similar body lines to 1936 series, exceptional performance with vivid acceleration, appearance much above average, a wonderful bargain at £265.

CAMDEN MOTORS.—Riley 1½-litre 12hp Falcon saloon, late 1935, in silver grey with red leather, excellent condition, special synchomesh 4-speed manual gear box, new road springs and shock absorbers; £295.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel saloon, 1936 model, first registered October 1937, special series engine, discs, loose seat covers, Rotoflo shocks, engine bored, sleeved and all major components overhauled, outstanding mechanical order; £395.

CAMDEN MOTORS.—Riley 1½-litre 12hp Nuffield saloon, 1939, late registration, manual synchromesh gear change (remote control), many similar features and engine as post-war model, excellent dark green finish with fawn hide; £595.

CAMDEN MOTORS.—Riley 1½-litre 12hp, the very rare and most highly prized drop head foursome coupe, late 1940, beautifully finished in silver grey with red leather interior and dark grey mohair hood (brand new), whole car in superb condition and quite up to post-war standard mechanically; £695.

CAMDEN MOTORS.—Riley 1½/4 Kestrel sports saloon, 1940, another very rare series in immaculate condition, bills available for full engine overhaul less than two months ago, stylish streamlined body styling finished in deep maroon fitted radio, Andre telecontrols, etc.; £695.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon, 1947 maroon and black, 19,200 miles, beautiful condition; £895.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1085

1951 Riley 1½-litre saloon (reg. Nov., 1950), black with brown leather, fitted heater, 9,000 mls., as brand new throughout; £1,350.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3572

1948 Riley 1½-litre saloon, colour black, one owner, fitted radio, taxed year, small mileage, immaculate, first £795; no offers.—Siman, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham Hill 1924. [3421

BIG 4, 1939, 40,285, conchwork almost brand new condition, all tyres just replaced, new battery, Bosch radio.—Speedsters, Ltd., Offices at "Old Straddles," Cross Oak Lane, Saltords, nr. Redhill, Surrey. Morley 628. [C4020

£395 1937 Riley 9 with special series engine, beautiful and spotless bodywork with preselector gear box, this vehicle is outstanding and only wants seeing, don't miss this, 3 months' guarantee, hire purchase, exchanges.—Below.

LAMBS OF WOOD GREEN, Pinchley Showrooms, 421, High Rd. Finchley, N.12. Fin. 6221. [C2052

1950 Riley 2½-litre saloon, black, brown upholstery, genuine 12,000 mls., immaculate condition; £1,650; all reasonable offers considered, private sale.—Wray, Livem House, Main St., Barrhead, nr Glasgow. Tel. Bar. 1234. [3285

1939 Riley 1½-litre black saloon, original paint, 4 good tyres, rad muff for lamp, carefully maintained, taxed, genuine reason for sale; offers around £500 considered.—Apply only owner, Laird, 5, High St., Marlow. Tel. 355. [3517

RILEY 2½-litre black saloon, genuine bargain, one owner, going abroad, 10,000 miles since new series, 100 B.H. engine fitted, new battery and tyres, overhaul by Riley agents just completed, genuine car in magnificent condition; £1,000.—Box 0177. [3194

1930 Riley 9 saloon, engine, starter, dynamo, clutch, springs overhauled, new crown wheel, pinion, twin carburettors, well shod, very well cared for, bodywork spick and span, fine Monaco; £135.—Northwood (Middlesex) 2968 evenings. [3420

1950 (May) Riley 2½-litre saloon, finished in dark green with green leather trim, mileage 15,000, general condition including tyres, excellent, fitted with push-button radio; tax paid to end of year; £1,550.—The Barnstaple Motor Co., Barnstaple 2264. [3178

495 ccns.—Riley Kestrel Sprite August 1937, 1½-litre fourseater drop head coupe, light green, leather upholstery, preselector, Scintilla Vertex, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars, —150, Park Lane, W.1. Grosvenor 5434. [0969

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0963

YORKSHIRE.—The Riley shops. Barkers of Chapeltown, Leeds, 8. Tel. 58236/7. [0345

ALMOST new Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4688. [0856

CASH immediately, for good Riley, etc.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

BLAKES, Riley distributors, will purchase any nice-condition Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

Riley Cars Wanted

POST-WAR Riley 1½ and 2½-litre saloons wanted immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough Tel. 21429. [W4004

2½-litre Riley wanted, immediate cash waiting for 2 or 3 best car offered, open or saloon.—135, High St., South, E. Ham, E.6. Grangewood 5854. [W4035

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [0008

URGENTLY required, low-mileage 1947/50 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3768

CAMDEN MOTORS urgently require 9hp and 1½-litre Riley Kestrel series.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). [W1055

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley 1950 model, if possible.—65-67, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 6165. [W3057

Riley Spares and Service

ACROT ENGINEERING, Ltd.

ACROT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0230

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

FOR Riley service consult the Riley specialist.—W. T. Mason & Co. 2, Ley St., Ilford. (Tel. Ilford 0961.) [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0240

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Riley service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 630. [0071

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley spares; large stocks of spares; prompt attention.—Enquiries to Botley 152. [0060

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carters Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0068

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0636

ROLLS-ROYCE

P

B

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LTD.

1937 delivery 30hp Hooper sports saloon.

1937 delivery 25hp James Young sports saloon with division.

1932 delivery 25hp Hooper sports saloon.

1930 delivery 25hp fixed head coupe (new body 1950).

PADDON BROS., Ltd. 60, Cheval Place, S.W.7. Ken. 9477. [C5031

H

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H R. OWEN, Ltd.

17, Berkeley St.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group

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NATIONAL motoring organisation.

1949 Rolls-Royce Silver Wraith R.F sports saloon by Freestone & Webb, in dark maroon, upholstered maroon hide, a beautiful example of these famous makers. Ref. H.6940.

1936 Rolls-Royce Phantom III sedanca de ville by Gurney Nutting, in black with brown hide, many extras. Ref. H.7438.

1936 Rolls-Royce 25/30hp sedanca de ville by Hooper in black with dark blue leather to front, beige cloth to rear. Ref. H.5551.

1936 Rolls-Royce 25/30hp 7-seater limousine by Mulliner, in black with black hide and fawn cloth. Ref. H 6961.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—

H R. OWEN, Ltd.

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LONDON, W.1

TEL. Mayfair 9050 [C5035

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RIPPON BROS., Ltd.

THE Leading Northern Rolls-Royce Distributors.

1949 Hooper touring limousine, black and cream with beige leather upholstery.

1937 30hp 4-door close-coupled saloon, by Hooper, blue with blue leather upholstery.

1936 25hp Rolls-Royce saloon, by Park Ward, black with beige leather upholstery.

1936 (Nov.) 30hp touring limousine, by Rippon.

PHONE, call or write for further particulars; demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

J. MARSHALL.

1929 Rolls-Royce 20/25 owner-driver by Hooper; £225.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [9615

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

C
M
CAR MART, Ltd.

1938 Rolls-Royce 25/30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear; £2,250.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

HAVE a selection of first-class used Rolls-Royce and Bentley cars; details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 5982-3-4. [C3050

SWANMORE GARAGE offer:—

1937 Rolls-Royce Phantom III by Thrupp & Maberley.

1934 Rolls-Royce 20/25 by Thrupp & Maberley.

1933 Rolls-Royce 20/25 by Crosbie & Dunn.

20/25 Rolls-Royce 1936 shooting brake (1937 registration); new 1952 body.

SWANMORE GARAGE, 1170-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 1022. [C4024

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

MASCOT MOTORS, Ltd., offer:—

1936 (Oct.) 30hp Mulliner sports saloon with division.

1936 25hp Barker sedanca.

1935 25hp Charlesworth sports saloon.

1935 25hp Mulliner & Mann Egerton 7-seater limousines.

1934 25hp Park Ward & Young sports saloon.

1932 25hp Freestone & Webb sports saloon.

1930 25hp 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4¼-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 257/243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

MAYFAIR CARRIAGE Co., Ltd., offer:—

1949 (Oct.) Rolls-Royce Wraith Park Ward saloon, black, 26,000 miles, many extras, maintained by makers; £5,950.

THE Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

P. J. EVANS, Ltd., of Birmingham, offer:—

1948 (May) Silver Wraith Hooper touring limousine, black, beige hide throughout, electrically operated division, total guaranteed mileage 20,500, unblemished condition; £4,950, one owner.

P. J. EVANS, Ltd., Rolls-Royce and Bentley Official Retailers, 81-91, John Bright St., Midland [5316

PERFORMANCE CARS offer, with 3 months' written guarantee:—

ROLLS-ROYCE Phantom II close-coupled sedanca de ville limousine by Windovers, 1934; £695.

ROLLS-ROYCE Phantom II town and country touring limousine by Thrupp & Maberly, 1935; £575.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 6841 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Museum 8221. [C5041

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars."

1935 Rolls-Royce 20/25 Windover 7-seater limousine, face forward seats; £999.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C5028

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce & Bentley retailers and repairers offer:—

1948 Rolls-Royce Silver Wraith, owner-driver saloon by Park Ward, two-tone grey, blue hide, one owner, 23,000 miles only (genuine), maintained by makers, as new throughout; £4,500.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [C2010

1931 Rolls-Royce 7-seater limousine, body by Hooper, excellent condition; £475.—51a, Oldham Rd., Rochdale. [5220

1935 Rolls-Royce owner-driver saloon, most exceptional condition; licensed; £1,295.—Mayfair 9090.

OWNER-DRIVER, 1936, 30hp, 4-door, H.J.M. Saloon, boot leather, excellent history, carefully maintained. Below.

1938 Phantom III (sol'd tappets) Windover partitioned Limousine, forward occasionals, lavishly equipped, 33,000 genuine mileage, delightful condition, £2,570.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006.1

1934 Rolls-Royce 20/25hp, owner driver, pastel blue, immaculate; £1,075.—Seaton Villa, Pentille Rd., Mutley, Plymouth. [5161

1938 (April) Rolls-Royce 25/30 limousine by H. J. Mulliner, 35,000 miles, reported to be genuine, new tyres, radio, really excellent condition throughout.

SHAW MOTORS, Ltd., 666-670, Garratt Lane, London S.W.17. Wim. 5031-2. [C4008

ROLLS-ROYCE

H
M
BENTLEY & PARTNERS, Ltd.

1939 Rolls-Royce Wraith limousine by Messrs. Park Ward, Ltd., finished in black and dark blue with blue leather interior, 10,850 miles only.

9 A.bemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

F
D
L
FRANK DALE.

ROLLS-ROYCE P. II Owen sedanca foursome d.h. coupe by Gurney Nutting, M.W. Series, 58,000 miles, maintained by makers since new, super order, history available.

67 Princes Gate Mews, S.W.7. Kensington 6860. [C1067

8-SEATER Rolls-Royce, taxed for the year, sedanca body, in excellent condition; £225.—Apply, 23, The Colonnade, Russell Square, W.C.1. Terminus 6193. [5080

1932 20/25 Rolls-Royce 7-seater, coachwork and chassis excellent, nearly new tyres, cheapest since war; £460.—Scott-Moncrieff, Basford Hall, Leek, Staffs. [2690

£225—1926 40/50 Rolls-Royce Barker limousine, one private owner, original condition.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677-8. [C2045

ROLLS-ROYCE limousine, 20-25, face forward seats, synchromesh, privately owned, genuine 76,000 miles, £695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [5091

1936 (reg. Jan., '37) Rolls-Royce 20/25 GBJ series, fitted most attractive 2-door Gurney Nutting sports saloon with rear boot, black, 88,000 miles, full history available.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

1936 Rolls-Royce owner-driven saloon with division, 76,000 miles, good history, a bargain.—Details from Sanderson & Holmes, Ltd., London Rd., Derby. Tel. 47471. [3507

1930 Rolls-Royce 20/25, seats facing forward, in first-class condition, £500; terms and exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [5579

1933 20/25 limousine, f.f. occasionals, black bodywork, synchro gears, good condition, modern appearance; £650.—Gray, The Toll-Bar, Keyston, Huntingdonshire. Tel. Brython 251. [5215

30hp Rolls-Royce (2/3/57) sedanca de ville by H. J. Mulliner, black, recent engine overhaul, immaculate condition; £1,575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

1934 (September) Rolls-Royce 20-25hp 6-light owner-driver saloon, two owners only, first-class condition.—Full details from Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1934 Rolls-Royce 20/25, owner-driver, sports saloon by Hooper, two owners, excellent history, very smart car; £1,385.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [2024

1934 Thrupp & Maberly foursome drop head coupe, 20-25hp, both engine and body in really good condition; London address.—Box 43, c/o Dixons, 1-9, Hills Place, Oxford St., London, W.1.

1935 (January) Barker 25 limousine, 7-passenger, face forward occasionals, swept tail, boot, discs, black, low mileage and superlative condition; £1,150.—Brookside Lodge, Bridge, Canterbury, Kent. [5435

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer used cars. Service to owners of used cars available for inspection. Tel. Brookwood 2201-2. [0557

ROLLS-ROYCE 20hp 1928 Gurney Nutting 4-seater folding head coupe, black, 8,500 Rolls overhaul just completed, disc wheels, P100 headlamps, chromium-plated, perfect condition; £550.—264, Old Shoreham Rd., Hove. [3269

ROLLS-ROYCE 1939 (Sept.) Phantom III Gurney Nutting sedanca limousine, blue lower panels, black top, black leather to driver's compartment, fawn West of England cloth to rear, 15,760 miles, original condition.

CHARLES ATTWOOD & SON, Ltd. (Rolls-Royce and Bentley Retailers), Wolverhampton, Tel. 20634.

ROLLS-ROYCE 20/25hp, chassis GAU 2 fitted with modern shooting brake body and hide upholstery, sold owing to delivery of new replacement car, in good running condition.—Apply, R. C. Witcomb, Long Bennington, Newark.

ARCHIE SIMONS & Co., Ltd., 1934 Rolls-Royce 20/25hp limousine, body by Hooper, face-forward occasionals, just been completely overhauled, in exceptional condition throughout; £845.—94, Gt. Portland St., W.1. Lan. 1451. [C4031

FOR sale.—Silver Wraith Rolls-Royce, James Young body, registered May, 1949, low mileage, perfect condition throughout, one owner, chauffeur maintained; inspection by appointment.—24, Mount Pleasant, Liverpool. Tel. Royal 1961. [2804

£975.—Rolls-Royce Thrupp & Maberly sports saloon, blue black, recellulosed, rewired, modern built-in trafficators electrically operated, modern dual windscreen wipers, two new tyres in excellent condition.—The Orchard, Longcot, Berks. Tel. Shrivenham 265. [1002

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December, 1948, genuine mileage 15,500, condition throughout indistinguishable from new.

W. P. MAIDENS, Sleaford, Lincs. Tel. 135. [3643

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. Sales and Works, 189-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [C4039

ROLLS-ROYCE

ALPE & SAUNDERS display Rolls-Royce Limousines, offered with Mechanical Guarantee Certificate. Below.

LIMOUSINE 1954 25hp Barker, partition, forward occasionals, black, bargain, £795.

LIMOUSINE 1935 25hp Park Ward, leather throughout, partition, black, forward occasionals, superb, £1,095.

LIMOUSINE 1936, partition, Hooper, 7-passenger, reasonable mileage, swept tail, superb

LIMOUSINE 1956 (Sept.) Windover, partition, widest occasionals, swept tail, black, bargain value.

LIMOUSINE 1937 30hp, Park Ward, forward occasionals, partition, low mileage, black, £1,528.

LANDAULET 1936 Barker 30hp, partition, forward occasionals, black, magnificent carriage, £1,640.

LIMOUSINE 1936 (mileage 35,000) Phantom III (Solid tappets), Windover, partition, forward occasionals, swept tail, black, magnificent carriage.

WRAITH (August 1939) Park Ward Limousine, partition, forward occasionals, leather throughout, reasonable mileage, delightful condition, black, reasonable cost.

WRAITH 1940 Thrupp, 30hp, partitioned, swept tail Limousine, 7-forward, black, £2,190. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce, Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

S
G
OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Hudderafield Rd., Halifax, Yorks. Tel. Halifax 2944. [C0516

C
M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/25 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0486

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

A & S always purchase 25/30hp Saloons with boot.

A & S also foursome coupes.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Weston St., Crystal Palace, S.E.19. Liv. 3362. [0063

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 3697.

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars. Tel. Northampton 907. [0819

BROADWAY MOTOR Co. require 25hp Rolls-Royce cars particularly with owner-driver saloon or d.h. coupe bodywork, years 1930 to 1935.—5-13, Russell Rd., Wimbledon. Liberty 2494. [0017

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair. complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [0021

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614

CENTRAL GARAGE, Croydon, specialists in servicing complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [S1042

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv 3362 [0064

ROVER 10

1939 Rover 10, good condition inside and outside, wireless; £650.—Tel. Gloucester 23362. [5419

1938 Rover 10 saloon, blue, blue leather, exceptionally good tyres, perfect running order, original throughout; £345.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10

BRUTONS, Ltd.—1939 Rover 10, black, recently re-conditioned, good tyres, taxed; £595.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1942. [C1026

1937 Rover 10 saloon, engine and accessories re-cently overhauled including rebore and re-grinding of crankshaft, tyres good; £295.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maiden-head 3431/2. [C3011

£595 ens.—1939 Rover 10 de luxe saloon, black with brown leather, only two private owners since new, magnificent throughout, looks and runs as new, in our opinion the best conditioned Rover in London, unrepeatable.—348, King St., Hammersmith. Riv. 2837-8. [C3021

695 gns.—Rover 10, April 1946, de luxe 4-door saloon, black, sliding head, brown leather, moderate mileage, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HATTON, Birmingham.—1946; £745, 10hp saloon, definitely only one owner, black, brown leather, a beautiful little car in tip-top condition, if you want a really good post-war Rover 10 at an attractive figure here is your great opportunity; any car taken in part exchange.—Hatton Motors, Ltd., 71, Broad St., Bir-mingham. Midland 2437 [3533

Rover 10 Cars Wanted

CAMDEN MOTORS urgently require 1936/40 Rover 10 saloons.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). [W1035

ROVER 12

B. J. HUNTER, Ltd., offer:—

1946 Rover 12 saloon, fitted radio and heater, really genuine car; £825.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [C2040

1946 Rover 12, 2,000 miles since recond. engine, heater and demister, clean condition; £895.—Tel. Battersea 3622. [3351

£398 ens.—Rover 12 1937 saloon, taxed, exceptional condition, etc.—Value Cars, 362, Upper Richmond Rd., S.W.14. [3066

ROVER 12, June 1936, licensed for year, black saloon, brown leather, £120 recently spent; £275.—William Read, Downton, Wilts. Tel. 16.

1939 12hp Rover 6-light saloon, owner will ex-change for older car, preferably sports, with cash or sell outright.—Fud. 6560. [3161

1938 Rover 12 saloon, reconditioned; £495.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1939 Rover 12hp 6-light saloon, grey, blue leather, 9,000 miles only since complete engine and chassis overhaul; must be tried to be appreciated; £625.

PETER BANTOCK CAR SALES, 104, High Rd., W.4. Chiswick 5870. [C1014

1946 Rover 12hp 6-light saloon, black/brown leather, new engine recently fitted by Rover; £895.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

365 gns.—Rover 12, June 1937, de luxe 4-door saloon, grey and blue, blue leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith.—Below.

245 gns.—Rover 12, 1935 model, de luxe 4-door saloon, black, sliding head, blue leather, care-fully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER 12, 1939, saloon for sale, will exchange for sports car or coupe with cash adjustments.—Pad-dington Green Car Sales, Ltd., Paddington Green Filling Station. Tel. Pad. 6566. [C4060

ROVER 12 (Dec., '47) 4-door black saloon, one owner, heater, H.M.V. radio, just completely overhauled and repainted, beautiful car, any trial; £975.—Box 0275, ex Ltd. [3119

1939 12hp Rover 4-door saloon, in beautiful con-dition, completely overhauled recently and new engine installed, excellent interior, taxed; £595.—Tel. Ravensbourne 1123 except week-ends. [3315

ROVER 12 1948 tourer, new hood, battery, tyres, tray, fram, sportscoil, green, perfect care, 20,000; £875.—59 Riverway, N.13. Pal. 2884 after 6. Ch. 2677 9-5. Regret change, need Vanguard Estate car now. [3496

£395 !—1937 Rover 12 de luxe saloon, very clean interior, sound mechanically, good looker, fitted wheel discs, this vehicle has the appearance of post-war model; 3 months' guarantee; hire purchase, exchanges.

J. AMES OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1946 Rover 12 6-light saloon, 20,000 miles; car has been carefully maintained by fastidious owner and is above average condition for age and mile-age; £995.—L. A. Hills (Sidmouth), Ltd., Sidmouth, Devon. Tel. Sid 1174 [3174

1940 beautiful Rover 12 saloon, low mileage since completely reconditioned by the Rover Co. in May 1949, at a cost of nearly £500, this car has been brought up to 1947 standard and is faultless in every detail, black with brown hide upholstery; £895.—Pan-tiles Service Garage, London Rd., Guildford 5326. [C3035

ROVER 14

GATEHOUSE MOTORS offer:—

1936 model Rover 13 saloon in excellent condi-tion; £310.—Gatehouse Motors, Ltd., High-gate Village, London, N.6. Mou. 4444. [C2021

1946 Rover 14 one owner; offers over £875.—Tel. Herne Bay 1294. [3398

1936 Rover 14 de luxe saloon, extremely well kept; £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 6725 [C1011

1936 Rover 14 saloon, good condition, rewired by Lucas; £320; seen Richmond or Earls Court.—Tel. Popesgrove 5485, after 7 p.m. [3624

1940 14 Rover saloon black and brown in spare condition at new throughout, taxed; £650.—Vidgett, 43, Crawford St., W.1. Pad. 4915. [2795

£795 !—Rover 1946 (Dec.) 14hp Sportsman's saloon, black with brown leather, one owner, 36,000 miles recorded, original and unblemished, taxed year; genuinely immaculate.

GRAY'S CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [3535

ROVER 14

1939 14hp Rover, Tickford drop head foursome, new hood, battery, brakes relined, good tyres, engine in excellent mechanical condition, 25 mpg; price, £695.—Gould, 36, Stanford Rd., London, W.8. [3095

ROVER 16

LAYTONS OF OXFORD offer:—

£895 !—1947 Rover 16hp 4-door saloon, one owner since new, low mileage and in perfect con-dition, taxed year, etc.; terms over 18 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3581. [C2054

ROVER 1947 model 16 saloon, finished in black, very good condition; offers over £650.—Box 0658. [3533

1938 Rover 16 saloon, exceptional; £520.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1937 Rover 16, sports saloon, in really excellent condition throughout, one owner since new; £515, or near offer.—Wray Park Garages, Ltd., Reigate 2263. [3527

1947 Rover 16 six-light saloon, 19,000 miles, con-dition equal to new, H.M.V. radio and heater.—Cox & Motors (Leicester), Ltd., Conduit St. (Tel. 60319), Leicester. [C1059

JUNE 1938 Rover 16 4-door sportsman's saloon, black with brown hide upholstery, new tyres, in original perfect condition, better than most pre-war Rovers; bargain at £450; H.P. or exchange.—Jordan, Sandy, Beds. Tel. 64. [3561

1938 Rover 16 saloon, in splendid condition throughout, absolutely faultless performance and a delightful car to drive, black with brown hide upholstery; £650.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

750 gns.—Rover 16, 1946, de luxe saloon, black, sliding head, brown leather, heater, new tyres, carefully used, excellent condition; terms, ex-changes; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamp-stead 6041. [C4018

£495 !—Rover 16 1938 6-light saloon, recent over-haul to engine, steering, etc., just recol-loured Rover blue and all chrome replaced, fitted new carpets, total cost of reconditioning approximately £250; smaller car accepted in part exchange; terms arranged privately.—Arnold 7027. [3437

TANKARD & SMITH, Ltd., offer 1939 Rover 16 6-light saloon, in black, with green leather, coach-work and interior in very good condition, reconditioned engine not yet run in, very desirable car in every way; £550; three months' written guarantee; also 200 guaran-teed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-5. [C4026

ROVER 20

1938 Rover 20 sports saloon, excellent condition, overhauled Rover's 1951, fitted suitcases, 3 spare tyres; £550.—Sampson, Whitegates, Pembury. Tel. Pembury 358. [3270

ROVER 60 & 75

R. F. FUOGLE, Ltd.

1950 Rover P4 75, mileage 3,000, fitted with all accessories, in every way equal to new; £2,200.

R. F. FUOGLE, Ltd., Bushey Heath, Herts. Tel. 1685.

TICKFORD, Ltd., offer:—

1950 (Nov.) Rover P.4 sal., black/grey, 295 miles only, radio, heater, as new.

1949 (Dec.) Rover P.4 sal., speedo reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

1948 Rover 75 sports sal., speedo reading 10,000, green, green leather, radio, heater, as new.

1948 Rover 60 sal., black, grey leather, speedo reading 24,000, heater, one owner, ex. cond.

1948 Rover 60 sal., black, green leather, radio, heater, speedo reading 15,000, ex. cond.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3555. [C4039

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P4 saloon, black, red leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9701. [C4045

ARTHUR MULLINER, Ltd., offer:—

1950 Rover P4 saloon, first registered 22/2/50, finished black, with red leather upholstery, one owner, fitted heater, most attractive condition; it will pay you to telephone or write for the latest price list of our comprehensive stock and terms of our incom-parable 6 months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307

DUNHAM & HAINES of Luton. The Rover Distri-butors.

WE hold large stocks of replacement parts and have a representative stock of excellent post-war Rovers including a 1948 Rover 75 6-light saloon, one careful owner, grey/grey leather, heater, radio, etc.; £1,225.

DUNHAM & HAINES, 46, Castle St., Luton 2100. [C1079

ROVER P.4, September, 1950, black with grey leather upholstery 2,075 miles; nearest £2,150.—Box 0028 [2760

1950 Rover 75 P4 saloon, pastel blue, with grey leather upholstery, 7,500 miles, one owner, as new; £1,750.—Box 0363. [3636

1948 Rover 75 6-light sports saloon, 19,000 miles.—R. C. Motors, 258, Kensal Rd., London, W.10. Ladbroke 5155, after 6.30 Arnold 4604. [C3017

1950 (Oct.) Rover P.4 saloon, black, red leather, 6,000 miles, one owner, as new; £1,650.—Seymour & Clements, Ltd., 9, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1950 (December) Rover P4 saloon, dark green, with grey leather, low mileage, heater, condi-tion as new throughout, taxed; £1,850.—Iron Bridge Service Depot, South Rd., Southall, Middlesex. Southall 2655. [3469

1949 (June) Rover 75 P3 saloon, black maroon leather, heater, showroom condition, taxed year, new tyres, well maintained, one owner; bargain at £1,100.—Kemow Vale Garage, Launceston, Cornwall. Tel. Launceston 210 [3362

ROVER 60 & 75

HATTON, Birmingham, offer the best Rover value of all time! November, 1946, 60 P3 six light, one owner, H.M.V. radio, heater, one owner, black, red leather, the price we can take for this car will amaze you.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [3534

Rover 60 & 75 Cars Wanted

WANTED, Rover 60 or 75 sports saloon, 1948-49, in exchange for 1950 (May) 1½ M.G. saloon, 19,500 miles, perfect, small cash adjustment if necessary, Yorr-shire.—Box 0800.

CAMDEN MOTORS urgently require 1945/49 Rover 75 and 1950 P.4 series.—Particulars and price re-quired to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

HARVEY HUDSON, Ltd.

1950 (August) Land-Rover, 6,000 miles, most carefully used.

1949 (July) Land-Rover, 17,000 miles, in excellent condition.

THE above are examples from the finest stock of re-conditioned, guaranteed Land-Rovers and ancillary equipment in the country.

HARVEY HUDSON, Ltd., the Land-Rover Specialists, South Woodford E.18. Wanstead 0056. [C2049

LAND-ROVER (Oct., 1949), in really exceptional condition, used only on highway, new tyres, taxed, £625 or near offer.—Box 0539. [3466

1950 (Oct.) Land-Rover, 4,000 miles only, con-dition as new, spare unused, indicator and carpets.—Pointing, Ltd., Leeds 20065. [3649

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover special-ists), wish to buy Land-Rovers.—South Woodford E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLY'S, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2697.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21336).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 307).

CAMBERLEY (Camberley 77).

CHOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0039

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

CAMDEN MOTORS.—Rover 14hp drop head foursome coupe, 1939, with the very attractive Tickford body-work, nicely finished in navy blue with blue hide in-terior, fitted very useful hood, heater, sunshine roof, and ex-hilarating Rover performance, very good hood and ex-cellent tyres, into type instruments; unrepeatable value at only £595.

CAMDEN MOTORS.—Rover 14hp Sportsman's saloon, 1938 genuine one owner car since new which has been expertly and fastidiously maintained, whole condi-tion very much above average, several extras, Smith's heater tailored seat covers; £545.

CAMDEN MOTORS.—Rover 14hp saloon, late 1947, fitted radio, seat covers, etc., moderate mileage and in excellent all-round condition; £895.

CAMDEN MOTORS.—Rover 12hp Sportsman's 4-light saloon, 1939, finished in blue leather, recent maker's overhaul to engine, gear box and back axle (bills to support), a really nice car any motorist would be proud to own; £675.

CAMDEN MOTORS.—Rover 12hp saloon, the very rare 1940 Sportsman's model, identical in every way to the 1947 series, one change of ownership only since new, immaculate Rover grey finish, recorded mileage 51,000, believed to be genuine; one of the very finest we have handled; £695.

CAMDEN MOTORS.—Rover 12hp saloon, 1937, Mediterranean blue with blue leather, very nice appearance, chromework unmarked, lively engine (just decoked and valves adjusted), almost new tyres, dual lights, windscreen heaters, dual mellowtones; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939 (Sept.), original Rover green finish, in good condi-tion, neat, clean interior leather, engine uses no oil; £60 spent last month on reconditioning, etc., car rewired, new dynamo and starter motor, brakes re-lined, steering overhauled specially recommended; £495.

CAMDEN MOTORS.—Rover 16hp saloon, 1940 late property of local factory manager (sole owner since new), maintained and equipped regardless of cost, 9,000 miles only since reconditioning of engine, etc., numerous extras, special leather gaiters to road springs, economy jets, heater, etc., a beautiful car in mint condition; £725.

CAMDEN MOTORS.—Rover 16hp saloon, 1948 original black finish, immaculate, interior fitted nylon seat covers and built-in heater, mileage 17,250, but condi-tion would indicate much less; £995.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for in-spection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United King-dom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Satur-day. Open Whit Monday 10 a.m.–7 p.m. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 521, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0701

Rover Miscellaneous Cars Wanted

C

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLY'S, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2207.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121. [W5044

CASH immediately for good Rover, etc.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

HATTONS, of Lord St., Southport, urgently require 10, 12 and 14hp Rovers, 1938-39, in condition above average. [0800

ALBONS, of Barking, purchase for cash post-war A. Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1295.

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3536.—Will purchase low-mileage post-war Rover cars. [W4029

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28627-8. [0215

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy 1951 mile, out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

DISMANTLING Rover 14 1934, most new axleshafts.—Motolympia, Welshpool. Tel. Oswestry 480. [0435

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 58. [0047

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—521, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0405

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0555

SINGER

WARWICK WRIGHT, Ltd., offer:—

1950 Singer S.M. 1500 saloon, green, beige leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WEMBLEY COURT MOTORS offer:—

1950 Singer 1500 saloon, one owner, in beautiful condition throughout; bargain, £675.

1947 Singer Super 10 saloon, burgundy, in very good condition throughout, any inspection or trial; bargain, £525.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [C4050

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1946 (May) Singer Super 10hp de luxe four-door saloon, black, brown hide upholstery, disc wheels, excellent; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

1936 Singer Bantam, just overhauled; £220.—Prospect 5161. [3556

525 gns.—Singer Super 10, Sept., 1947, de luxe saloon, black, sliding head, maroon leather, one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

495 gns.—Singer Super 10, December, 1946, de luxe saloon, black, sliding head, brown leather, carefully used, excellent condition; choice of 3 Singer Super 10 saloons terms, exchanges.—Rowland Smith, below.

475 gns.—Singer 9, July, 1947, sports 2/4-seater roadster, black, maroon leather, glass side-screens, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

325 gns.—Singer 9, 1939, sports 2/4-seater roadster, red, red leather, new hood, very good condition; terms, exchanges.—Rowland Smith, below:—

265 gns.—Singer 9, July, 1937, Le Mans sports coupe, black, sliding head, green leather, good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4015

SINGER

GORDON CARS (LONDON), Ltd.—1950 Singer 1500 saloon; £975.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1950 (Nov.) S.M. 1500 saloon, beige/beige leather, one owner, moderate mileage; £795.

1947 (Oct.) Super 10 saloon, black/brown; £450; a choice of selected Singer cars always in stock.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0012. [C4004

1948 Singer 10 saloon de luxe, chauffeur-kept, taxed to December, unrepeatable bargain at £495.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [C2019

1947 Singer 10 saloon, nice condition, all leather upholstery, taxed until Dec.; 3 months' guarantee; £475.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1939 Singer Bantam 9hp saloon, very presentable little car; £275 cash, or h.p. terms.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon. Liberty 2494. [3516

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0399

1936 Singer Le Mans special 2-seater 9hp Roadster, red, red leather, new tyres, tonneau, radio, really exceptional condition; £265.—45, Squirrels Heath Rd., Harold Wood, Essex. Tel. Ingrebourne 2849. [5403

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091-2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

SIMMONS (MAYFAIR) for all sports cars, comprehensive selection available at reasonable prices; for full details apply:—

SIMMONS (MAYFAIR). All enquiries to Office, 12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2635. [C4012

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THE Northern Sport and

RACING Car Specialists.

BLAKES buy, sell and repair racing and sports cars; write for lists and quotations.

J. BLAKE & Co., Ltd.

110 Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [3306

HARPERS

THE sports car enthusiasts offer:—

ALVIS 20hp sports saloon, 1936; £295.

HUDSON d.h. coupe, 1937; £245.

HILLMAN Minx saloon, 1936; £235.

MORRIS 12 saloon, 1938; £275.

RILEY Falcon 12hp saloon, 1938; £295.

ROVER 14 sports saloon, 1936; £525.

TRIUMPH Dolomite 12hp sports saloon, 1938; £275.

M.G. Midget 8hp coupe, 1932; £125.

HARPERS, Two, Waters Rd., Hemel Hempstead, Herts. Boxmoor 1241. [5545

DIESEL Mercedes, see below.

MERCEDES 36/220 foursome drop head coupe, fitted nearly new Leyland 6-cyl. diesel engine, comfortable and roomy, combining sports car performance and speed with small car economy, 40 mpg, taxed year, new hood and upholstery.

BARNETT, Aldermaston Court, nr. Reading, Wokingham 244 (week-ends). "Hedges." Upper Basildon, nr. Reading. Upper Basildon 248 (week-ends). [5619

SPRINGBOK MOTORS offer:—

1931 M.G. fitted J.2 engine, quick release filler caps, outside exhausts, very potent little job. Toulmin rebuilt; £215.

1936 Riley Kestrel saloon, reconditioned engine, very clean throughout; £325.

SINGER Le Mans 2-seater, 1937, £10 tax, exceptionally fine condition; £235.

1940 M.G. T.B., in immaculate condition throughout, rebuilt and tuned engine; £525.

3-litre Invicta 2-seater, streamlined modern body, 100 mph plus; £250.

1938 Alvis drop head, indistinguishable from new; £500.

EX Geo. Phillips, 1950 T.D. M.G., actual Le Mans team car, absolute spot-on condition, ready for this season's racing; £1,000.

SPRINGBOK MOTORS, 141-143, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5740. Also 419, St. Albans Rd., Watford 7455. [3649

SPORTS CARS

PERFORMANCE CARS,

WINDMILL GARAGE, Great West Rd., Brentford, Middlesex. Ealing 8041.

WEST End Show Hall, 107, New Cavendish St., W.1. Museum 8221.

THE biggest and best selection of sports and touring cars in the country.

ONLY 5 minutes from Northfields Tube Station, Piccadilly or District Underground.

A.A.C. Repairers; A.A. approved garage; M.A.A. Specialised Repairers, Modern service station.

ALL cars over £150 are offered with our 3 months' specific written guarantee.

ALLARD 61K 2-seater roadster, 1949, £625; Allard J2, mileage 1,250, 1950, £995.

A.C. 2-litre d.h. foursome, spotless, 1939, £475; Alvis Silver Eagle d.h. foursome, spotless, 1938, £345.

ALVIS Crested Eagle saloon, 1934, £125; Alvis Silver Eagle 2-seater, 1930, £75.

AUSTIN 12 Ascot saloon, 1937, £275; Austin 10 saloon, 1934, £125.

BRITISH SALMSON 2½-litre roadster, low mileage, two owners, specimen, 1938, £475.

BENTLEY 4¼-litre Mulliner V.D.P. tourer, 1951, £495; Bentley 4¼-litre d.h. coupe, 1929, £565.

BENTLEY 4¼-litre V.D.P. tourer, 1938, £295; Red Label V.D.P. tourer, 1925, £245.

BENTLEY 4¼-litre 2-seater, 3-litre short chassis, rebuilt £10 tax, 1951 registered; £465.

BENTLEY 6½-litre V.D.P. tourer, three owners, 1928, £225; B.S.A. Scout 10hp 2-seater, 1937, £245.

LORD 10 4-seater tourer, 1937, £225; Ford 10 4-seater tourer, 1938, £195.

HOTCHKISS 3½-litre Grand Sports drop head 2-seater, checked throughout, spotless, 1936, £425.

HILLMAN Minx 10hp de luxe saloon, 1940, £445; Hillman 10 saloon, 1934, £115.

JAGUAR Mark V 3½-litre, mileage 25,000, one owner, chauffeur driven, 1950; £1,395.

JAGUAR 2½-litre saloon, 1936, £145; Jeep shooting brake, 1948, £225.

LAGONDA 16/80 V.D.P. tourer, 1933, £325; Lagonda Rapier 10hp coupe, 1935, £275.

LAGONDA 2-litre saloon, 1932, £165; Lagonda Rapier 10hp tourer, 1934, £245.

LAGONDA 4½-litre V.D.P. tourer, 1934, £395; Lagonda 4½-litre Rapide chassis, 1955, £175.

M.G.—See large selection under "M.G." column.

MORRIS 8 saloon, 1938, £275; Morris 8 saloon, 1937, £265; Morris 10 saloon, 1939, £575.

MERCEDES-BENZ type 540K drop head coupe, checked throughout, spotless, 1937, £695.

RILEY 2½-litre roadster, low mileage, one owner, radio, 1950 (August); £1,450.

ROVER 16hp saloon, 1937, £345; Rover 14 saloon, 1934, £195.

RAILTON Straight 8/h.p. foursome, 1936, £295; Railton Straight 8 saloon, 1934, £145.

ROLLS-ROYCE.—See selection under "Rolls-Royce" column.

SUNBEAM-TALBOT 90 de luxe saloon, 1949 (August), £625; Singer 9 Bantam saloon, 1936, £195.

WOLSELEY 14hp tourer, 1937, £295; Wolseley Hornet coupe, 1935, £95.

PERFORMANCE CARS. [C5041

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition; please telephone for details of current stock, including:—

ALVIS 1934 Speed 20 tourer, engine, brakes and steering reconditioned at cost of over £200, almost new tyres.

ALFA-ROMEO 1934 1,750cc supercharged saloon (by makers); in magnificent condition throughout.

BENTLEY 1930 4½-litre tourer.

BENTLEY 1927 Red Label short chassis tourer, engine reconditioned, replated, refinished.

FRAZER NASH-B.M.W. 1938 type 320 saloon, engine sleeved, crank reground, clutch relined nearly new tyres, fitted fartan loose covers, radio, defrosters, taxed.

INVICTA 1931 4½-litre low chassis close coupled 4-seat coupe by Lancefield, recellulosed black and primrose.

LANCIA 1937 Astura, specially built drop head coupe, maker's reconditioned engine, hydraulic brakes, recellulosed, replated, fitted new hood.

M.G. 1936 PB 4-seater, one owner since new, original paint and plating in excellent condition, mechanically perfect.

TALBOT 1938 110 drop head coupe, ex-Birac; engine just rebuilt by specialists at cost exceeding £100.

AND other cars of quality.

PARTICULARS of vintage and sports cars for disposal with photographs and price required, will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [C1044

B. & G. MOTORS offer:—

£265.—Marendaz-Hudson Special 16hp open 4-seater, positively immaculate, knowledgeable enthusiasts having viewed it will run screaming to their bank managers for the necessary.

£148.—M.G. 12hp special sports 2-seater, not the palm-tree foursome type but one that is so fast it almost takes off!! Definitely suitable for goggles or a cap with the peak at the back.

£135.—Wolseley Hornet EW 12hp open sports 2-4-seater, blue, excellent hood and screens, a very smart little car indeed, foldflat windscreen, 4 speeds, 56.

£120 Wolseley Hornet 12hp EW open sports 2-4-seater, red, quick fillercap, foldflat screen, in our opinion definitely above average mechanically.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 5576. [C1019

£199.—1955 Avon Special 12hp sports coupe, very attractive car.—Below.

£245.—1935 S.S.90 super sports 2-seater, in excellent condition, bargain.—Below.

£215.—1935 Singer 9 Le Mans sports 4-seater, in excellent condition; also a coupe model at £199.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

KEN AUTOS offer:—

1949 Allard drop head coupe.

1949 Citroen Light 15 saloon.

1937 Renault Viva Grand Sports.

KEN AUTOS. Tel. Kensington 6955. [C3046

RAYBERN CARS, Ltd. offer:—

£175—Riley 9 Monaco saloon, really nice original condition throughout.

£135—Amilcar 8hp 2-str., a lovely little vintage car with pointed tail, knock-on wheels, outside exhaust, just rebored, spare crank, rods, gear box, etc.

£120—Riley 9 special Stark 2-str. body, shortened chassis, a real performer with an exhaust note like a Maserati.

£72—Riley 9 open 4-str., very good chassis, odd-looking but sound body with aeroscreens and cycle type wings.

£69—Riley 9 fabric saloon, very tidy car which has recently completed a tour of Devon and Cornwall.

RAYBERN CARS, Ltd., Alton Rd., Richmond. Richmond 0469. [3530

RICHARDS & BROWN offer:—

£395—A.C. 1937 2-seater drop head coupe.

£395—M.G. 1939 T.A. Midget 2-seater.

£165—18/80 M.G. Mark II saloon, radio.

£595—British Salmson drop head coupe, 13hp, I.F.S., Lockheed brakes, exceptional condition.

RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 0479 and 2522. [C3049

CHIPSTEAD MOTORS, Ltd., offer

A Bargain prices; immaculate

ALFA-ROMEO S/C. 2.3, 1st and two 2nds Goodwood.

BENTLEY Mark VI. Sept., 1949, one owner, immaculate.

BUGATTI 57T, registered 1944, sports 4-seater.

CITROEN 1949, director's car, specimen.

FIAT 500, 1939, supercharged, 70/75 m.p.h.

HOTCHKISS G.B., late 1938, foursome; £695.

HOTCHKISS P.N., late 1939, sports saloon; £795.

LANCIA Aprilia 1938/39 sports saloon; £525.

MERCEDES 540K foursome drop head, specimen.

MERCEDES 200 foursome, reconditioned throughout, specimen.

ROLLS-ROYCE 25 sports saloon, October, 1934; £975.

ROLLS-ROYCE P.II Owen foursome coupe, reconditioned.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7258/7154. [C1046

1934 Ford V-8 2-seater coupe, ex. trials car, taxed; £97/10. THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [C2011

3-litre Bentley saloon, complete mechanical and body overhaul, new tyres.—Box 0116. [3139

BENTLEY 3-Litre Blue Label, 1925 very good condition; offers.—Fg/Off. Seaman, R.A.F., Duxford, Cambs. [3366

POTTER & RICHARDS are selling many cars at a loss to themselves in order to clear stock; no reasonable offer refused.

ALLARD 1950 saloon; £695.

ALLARD 1949 saloon; £695.

ALLARD 1948 drop head; £730.

JAVELIN, 1950, radio, heater, reconditioned engine; £950.

HEALEY 1947 Elliott saloon, just back from makers; £795.

H.R.G. 1947 1½-litre, many extras; £635.

JENSEN 1938 saloon, £300 overhaul; £395.

AUSTIN 7 Ulster, like new throughout; £275.

RILEY Imp, very smart; £475.

TALBOT 105 saloon, rebuilt 1951; £255.

ROLLS-ROYCE Phantom 2 Continental saloon; £395.

S.S.1 16hp coupe, one owner, 32,000 miles; £385.

CITROEN 1947 Light 15; £650.

COME and inspect these and the remainder of our stock; open to 7 p.m. Monday to Saturday; open Sunday mornings; part exchanges; hire purchase facilities, etc.

35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

RILEY 9 Brooklands, 1938, £250; enthusiast maintained.—Evenings: 111, Lonsdale Drive, Enfield. Daytime, Howard 1726. [3268

1935 6/6 (14.12.35) Hillman Aero Minx fixed head coupe, goes like a bomb; £165.—8, Bryants Hill, St. George, Bristol.

AERO Minx, occasional 4, complete new coachbuilt body, chassis completely reconditioned, car as new; £285 or near offer.—Tel. Lea 0419. [3571

1932 Wolseley Hornet Special 2/4-seater tourer, twin carbs., brakes, electrics, rear springs renewed; £165 o.n.o.—Park Garage, Brasted, Sevenoaks, Kent. Tel. 78 [3305

SPORTS CARS

MERCURY offer their usual selection of superb sports cars, always a dozen to choose from; terms and exchanges with pleasure; see our Riley advertisement.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Sudbury, Middx. Wembley 6058/9. [C3013

14 Hornet Special Wolseley drop head foursome, extensively overhauled, new battery, genuine 80 mph, one owner; best offer near £200.—Dr. Johnson, 109, Harley St., W.1. [3494

£350 or offer for quick sale: M.G. T.A., 1937, 500 miles since reconditioned engine, brakes, new kingpins.—Dr. Julian, Central Middlesex Hospital, London, N.W.10. [3252

TALBOT 95 tourer, excellent condition throughout, genuine 40,000 since new, new batteries, radiator, carburettor, almost new tyres, complete set weather equipment; £350 o.n.o.—Sevenoaks 3328.

SPEEDSTERS, Ltd.—Alvis, Allard, Bentley, Bugatti, Fiat, Invicta, Jaguar, Mercedes, M.G., Railton, Riley.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [C4060

CHILTERN CARS offer Alfa-Romeo, Allard, Ford, Frazer Nash, Fraser Nash-B.M.W., H.R.G., Jaguar, Lagonda and Riley from stock.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2080. [C1045

£395—Fraser Nash sports 2-4-str., twin o.h.c., just had over £300 spent on it, registered May, 1935, a rare motor car with zip performance; exchange considered.—155, High St. South, East Ham, E.6. Grangewood 5834. [C4032

ALTON GARAGE offer at only £25 deposit, 12/40 tourer, sv engine, very reliable; £45 deposit, Alvis 16/95 open tourer, many special fittings; other sports cars constantly available below £150; open week-ends.—17-19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [C1007

VINTAGE AUTOS, specialists in Vintage, Continental sports and racing cars; always at least 40 cars at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. Sales and Works, 189/195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [C4039

MERCEDES sports 4-seater, fitted 6-cylinder Diesel engine, excellent performance with economic running costs (35-40 mpg), good all-weather equipment, new tyres, body and cellulose in good condition; £525 o.n.o.—Seen at Parsons & Parsons Garages, Potter St., Harlow, Essex. Tel. Potter Street 121. [3416

1939 S.S.100 Jaguar 2½-litre competition 2-seater, grey with red leather, nobair hood, mechanically faultless, excellent tyres and coachwork, motors as an S.S.100 should, taxed to Dec., and offered at the unreasonable price of £465, with three months' guarantee, or by H.P. with £160 down, balance over 18 months.—C.N.K. MOTORS, 253, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

1195 gns.—Allard, December 1950, J.2 Competition sports 2-seater, red, red leather, actual Earls Court Show, Ardun o.h.v. engine, close ratio gear box, heavy duty clutch, coil spring suspension, De Dion rear axle, touring and racing windscreens, concealed hood, one owner, genuine, 2,500 miles, unworn original tyres, complete; unmarked, lasting reliable from brand new, current list price £1,715; terms, exchanges.—Rowland Smith, below:—

1150 gns.—A.C. 2-litre 1950 2-litre Mark II Buckland Sports Tourer, cream, maroon leather, concealed hood, one careful owner, unmarked and in practically new condition; current list price £1,950; terms, exchanges.—Rowland Smith, below:—

645 gns.—M.G. Midget, August 1949, 11hp T.C. 2-seater, cherry red, red leather, carefully used, excellent condition; choice of four 1949 T.C.s; terms, exchanges.—Rowland Smith, below:—

395 gns.—Morgan 4/4, 1948, 10hp sports 4-seater, green, leather upholstery, good condition; terms, exchanges.—Rowland Smith, below:—

475 gns.—Singer 9, July 1947, sports 2/4-seater Roadster, black, maroon leather, Easi-Vue side screens, small mileage, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below:—

395 gns.—M.G. 1938 model, 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

INTERESTING sports or vintage reasonable.—Weir, 4, Burton Hill, Melton Mowbray. Tel. 533 [2925

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 6841.)

POTTER & RICHARDS are best buyers of sporting and Continental good condition cars.—85, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tubers and modifiers of sportscars.—Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755

A SPECIALIZED service offered to racing and sports car owners. For better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (copperized) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 45818. [0185

STANDARD 8

DICKS

1946 Standard 8 drop head coupe, carefully used; £425.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, N.W.10. Maida Vale 0866-9.

GEOFFREY EDWARDS, Ltd., offer:—

1947 8 model Standard 8 4-seater drop head coupe, black, brown leather, new hood, maintained regardless of cost, passed by Automobile Association's engineers (report and bills available); 100% condition throughout, nominal mileage only, 3 months' written guarantee; £445; hire purchase, part exchanges.—Amesbury Lane, Harpenden, Herts. Tel. 118. [C2000

STANDARD 8

C.M.I. CAR SALES (Pri. 6625), offer:—

1946 Standard 8 drop head coupe, black, new hood; £475.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1054

KENTISH & THOMSON, Ltd., offer:—

1947 Standard 8 saloon, black, one owner; £450.—564 Wickham Rd., Croydon. Springpark 3477. [C3047

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (July) Standard 8 saloon, grey/blue, low mileage, new tyres; taxed; to-day's bargain price, £495.—Phoenix Motor Company (Surrey), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

STARNES MOTORS offer at clearance prices:—

£435—Standard 8 saloon, 1946, black with fawn leather, very nice, well-kept car.

£465—Standard 8 tourer, 1948, low mileage, black with fawn upholstery, good black hood, excellent condition.

STARNES MOTORS, Standard Specialists, 108, The Broadway, Cricklewood, N.W.2. Gladstone 2400. [1543

1947 Standard 8 black saloon, good condition; £495 or nearest offer.—Rav. 5450. [3511

1946 Standard 8 saloon, nice condition throughout, very good engine, taxed year; £385.—Fer. 7366. [3456

1946 Standard 8 saloon, very clean and tidy specimen, engine reconditioned, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines) [C1061

1939 Standard 8 4-seater tourer, grey with blue leather, originally clean and mechanically perfect, taxed; £265.

TIMMIS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5503. [C4030

1947 Standard 8 saloon, exceptional condition; £500.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [C1019

CAMDEN MOTORS.—Standard 8hp saloon, 1939, de luxe model with sun roof and real leather interior, particularly nice little runner; £345.

CAMDEN MOTORS.—Standard 8hp saloon, 1939 (July), fitted 5 new Dunlop tyres, spotlamp and windscreen heater, smart modern looking car; £375.

CAMDEN MOTORS.—Standard 8hp saloon, 1947, fitted discs, heater, demister, dual horns and a host of other extras—one of the best maintained post-war cars we have seen, late property of wife of local county councillor, used for occasional shopping trips only, complete set of tools and instruction manual as issued with car; £465.

CAMDEN MOTORS.—Standard 8hp saloon, 1946, dark blue, fitted reconditioned engine January this year, a nice little car in tip-top mechanical order; £445.

CAMDEN MOTORS.—Standard 8hp drop head foursome coupe, November, 1946, black/brown, new hood and 5 new Firestone tyres, smart, reliable and very economical, two owners only; £445.

CAMDEN MOTORS.—Standard 8hp saloon, January 1946, owner's an inveterate motor in drive grey with blue interior, Nylon seat covers, discs, etc., authenticated mileage 18,580, late property of wealthy country family with other cars in daily use, just decoked, serviced and tuned in our workshops; £525.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 6 p.m. Monday/Saturday; open Whit Monday 10 a.m.-4 p.m. [C1035

£495 Rare and beautiful 1947 Standard 8 saloon de luxe; this vehicle is in absolutely outstanding and in amazing condition.—Below.

£485 1948 Standard 8 tourer, beautiful little vehicle in excellent condition and give-away price; 3 months' guarantee; hire purchase, etc.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C205

1938 Standard 8 saloon, has had new engine; £250.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C3019

395 gns.—Standard 8, Sept., 1946, foursome drop head coupe, grey, blue leather, very good condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—Standard 8, September, 1946, 4-seater tourer, black, blue leather, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 Standard 8 tourer, in very nice condition, recultured; £495.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [C3059

LOOK! An attractive little '39 Standard 8 sports 4-seater, blue; £525; also 1947 Standard 8 d/h saloon, grey, as new; £450.—Roys Autos, Euston 2700 [C3059

£495—1947 (Feb.) Standard 8hp saloon de luxe, two owners, 29,000 miles.—Vandervells (Buyers of Good Used Cars), 315, Haverstock Hill, N.W.3. Primrose 8441. [C4037

STANDARD drop head foursome coupe, 1947, in excellent condition, mileage under 25,000; £425 or near offer.—Thomas, Totteridge House, London, N.20. Tel. Hil. 3691 or Man. 9796. [3544

470 gns.—1947/8 Standard 8 sun saloon, black, grey leather upholstery, good tyres, superb condition; £185 deposit.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 3211. [C1049

1939 model Standard Flying 8 saloon, excellent mechanical order and appearance, taxed; £295.—Universal Car Distributors (London), Ltd., 531-535, High Rd., Chiswick, London, W.4. Chiswick 1919. [3541c

* * * 1946 (September) Standard 8 drop head foursome coupe, grey and chromium, blue leather, an outstandingly immaculate car, engine just overhauled, thoroughly recommended; written guarantee; £435, terms, exchanges.—H. P. Edwards, 200, Ct. Portland St., W.1. Langham 0012. [C3005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

NAYLOR & ROOT, Ltd.—1947 Standard 8 sun roof saloon, grey blue, exceptional condition throughout; £565; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C3022

STANDARD 10

1939 Standard Flying 10 saloon, guaranteed; £255; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

STANDARD 12

ACRES offer:—

1947 Standard 12 saloon, black, brown upholstery, carefully used by fastidious owner; £625.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

C. & S. MOTORS offer:—

1938 Standard Flying 12 saloon, reconditioned engine, under 500 miles, carries our three months' guarantee; £289 or £89 deposit.—Duddeni Hill Lane, Neasden, Gladstone 8605/6. [C1064

GLANFIELD LAWRENCE offer:—

1947 (October) Standard 12 saloon, black/green, 20,000 miles, fine example; £675.—407, High Rd., N.12. Finchley 0091. [C2053

1947 Standard 12 saloon, one owner, taxed December; £545.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289 [C2033

1947 Standard 12 saloon, in perfect condition; £625. Many others at—

ARSENAL GARAGE, Ltd., 2, Chester Close, Chester St., S.W.1. Slo. 9644. Trade enquiries invited.

1947 Standard 12 saloon, black with leather interior, fitted factory reconditioned engine; £575.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [C2008

£695.—Standard 12hp black saloon, blue leather, 1947 low mileage.—The Orchard, Longcot, Shrivenham 205. [C1003

£299!—1938 Standard 12 de luxe saloon, good sound condition for its age, an absolute gift at this price; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

WALTER SCOTT, Ltd.—Late 1948 Standard 12 coupe, grey, exceptional condition, one owner; £725.—39 College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

1938 Standard 12hp 4-door saloon, black with brown leather, excellent throughout and fastidiously maintained by proud owner; £350.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1183. [C1016

£695.—1948 Standard 12 de luxe saloon, black with beige hide upholstery, 24,000 miles, in original condition, coachwork unmarked, radio fitted; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2031

1938 Standard 12 drop head coupe, taxed year, grey and blue leather, excellent condition, new hood fitted recently, any trial or examination; £435.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

STANDARD 14

CAR MART, Ltd.

1948 Standard 14hp drop head coupe, radio, 10,000 miles; £750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

JACK ROSE, Ltd. offer:—

1948 Standard 14 drop head foursome coupe, in excellent condition, any examination; accept £645.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

B. J. HUNTER, Ltd., offer:—

1947 Standard 14 drop head foursome coupe; bargain; £695.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

STANDARD 14hp drop head coupe, 1948, black, red hide; £695.—J. Davy, Western 9641. [C1069

£385.—Standard Flying 14 1939 4-dr. sln., excellent condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) H.P. terms. [C1017

1948 Standard 14, heater, radio, 34,000 miles; £650.—Tel. Stevenage 700, after 6 p.m. [C2048

STANDARD 14hp 1938 licensed for year, very good cond.; £525.—James, Kent Hotel, Scotch Common, Ealing. Perivale 5911. [3400

1947 Standard 14 saloon, outstanding order; £625.

J. Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4079

CASS'S MOTOR MART.—1948 Standard 14 saloon, black, super condition; £695; exchanges, written guarantee.—5, Warren St., W.1. Euston 3525. [C1040

1939 Standard 14 foursome drop head coupe, in good condition; £555.—Crown Garage, Albany St. (ad. Barracks), N.W.1. Tel. Euston 6807 and 1520. [C1003

1948 Standard 14 saloon, black/blue leather upholstery, new tyres, new battery, one owner from new, taxed for year, in excellent condition; £745.—Tel. Chipp.ng Sodbury 2132. [3429

STANDARD 14hp, registered October, 1948, grey saloon, blue leather, quite exceptionally well maintained and in first-class condition, four very good spare tyres and link mats, taxed; £745; no dealers.—Tel. Mai. 9481. [3373

£395!!!—1938 Standard 14 saloon, completely overhauled by manufacturers for fastidious owner at cost of £330 in 1947, little mileage since.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444/4694. [C3025

STANDARD 14

545 ens.—Standard 14 July 1948 saloon, black, sliding head, green leather, one owner, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 (April) Standard 14hp de luxe sliding roof saloon, colour black/red leather upholstery; one owner since new; licensed to end of year; guaranteed; £700.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

NAYLOR & ROOT, Ltd.—1948 Standard 14, sun roof, black, red hide, attractive model; £675; six months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C3022

STANDARD 14, 1947, export model, l.h.d., black saloon, red leather, fitted H.M.V. radio, heater, Notek, 4-bar demister, double dip lamps, £180 spent November on engine, transmission, suspension, springs, Rotoflows, tyres, etc., 5,000 miles since; H.P. can be arranged; taxed year; best over £500.—54, Argyle St., London, W.C.1. Ter. 2974. [5465

STANDARD VANGUARD

ACRES offer:—

1949 Standard Vanguard saloon, the actual 1949 Earls Court Show model, finished in apple green with red leather upholstery, heater and radio, taxed; this magnificent example is practically unmarked and indistinguishable from new, must be seen to be believed, first £795 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.

1950 Standard Vanguard saloon, heater, 1,000 miles; £1,150.

1949 Standard Vanguard saloon, heater, 6,000 miles; £925.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1950 Vanguard saloon, low mileage, positively as new; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

ROSE & YOUNG, Ltd., offer:—

1951 Vanguard l.h.d. saloon, low mileage, immaculate condition; £850.

1949 Vanguard saloon, low mileage, heater; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, black, red leather, radio, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9766. [C4045

GUY SALMON AUTOMOBILES offer:—

1949 Standard Vanguard saloon, Whitehall grey with blue leather, one owner; genuine 15,000 miles, a faultless example; £975.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon; £825.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon; £825.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [C2023

1950 (Nov.) Standard Vanguard saloon, pale blue, red leather, heater; £1,100.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [C3023

1950 Vanguard saloon de luxe, black, red leather, radio, heater, many extras, 16,000 miles; £895.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

1951 series Vanguard saloon de luxe, leather, heater, 1,137 miles only, a brand new car; £1,095.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

1949 (July) Standard Vanguard grey saloon, heater, red leather, excellent condition; offers around £775.—Har. 2353. [3376

1950 Standard Vanguard saloon, grey, 6,000 miles; £950.—G. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3043

1949 Standard Vanguard saloon, grey with grey leather, excellent condition; £845.—John Trigg, Ltd., Esher 1254. [C4035

1950 Standard Vanguard, maroon, beige leather, radio, heater, loose covers; £1,050.—Odeon Motors, Ltd., Barnet 4100. [C3028

1949 (Sept.) Standard Vanguard saloon, Tickford sun roof, H.M.V. radio, many extras, mileage 25,000 ex. taxed.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. [C4029

1949 Vanguard saloon, radio, heater, new tyres, excellent condition; £675.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1949 Standard Vanguard, heater, radio, colour black, choice of two.—Halls (Finchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 5909-9. [2535

1949 Standard Vanguard, faultless mechanically and in appearance; £735.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1949 Vanguard, bronze, moderate mileage, very nice condition; £675.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

1949 Vanguard Saloon, black, low mileage, radio, heater, loose covers, low cost.—A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [C1006

1950 Standard Vanguard saloon, radio, heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

STANDARD VANGUARD

6000 miles.—As new Vanguard, black, heater, as new throughout, trade enquiries welcomed.—H. C. Paul, Ltd., 3a, Bruton Place, W.1. Mayfair 0821-2. [C3040

1949 Vanguard saloon, grey/red upholstery, in really immaculate condition; £694.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

VANGUARD saloon, 1950 (July), metallic grey, H.M.V. radio, heater, loose covers, leather upholstery, low mileage, immaculate throughout, private owner; £995.—Leatherhead 3677. [3353

£987!—1950 (May) Vanguard saloon de luxe, definitely the cheapest and best offered, don't miss this bargain; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

LOWEST priced Vanguard!!! 1950 March saloon, in black, rear spats, heater, leather, most attractive condition, fully guaranteed; £815.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Standard Vanguard, black with brown upholstery, carefully maintained and little used, B.M.T.A. permission to sell.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

STANDARD Vanguard saloon, finished in dove blue, with red leather upholstery, fitted heater and radio, 10,000 miles genuine mileage, indistinguishable from new, original owner.—Apply Box 0232. [3262

1949 Standard Vanguard saloon, fitted heater, in immaculate condition throughout, low mileage, one owner, genuine bargain; £840.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [C4050

STANDARD Vanguard van, late 1949, fawn, never carried load, large leather bench seat, perfect condition, as new; bargain at £575 or would convert to utility; H.P. or exchange.—Jordan, Sandy, Beds. Tel. 64. [3590

£575.—Standard Vanguard van, late 1949, fitted Humber Super Snipe, leather bench-type front seat, new tyres, never carried load, executives' transport only, in spotless condition; bargain.—John Jordan, Sandy, Beds. Tel. 64. [5260

AN immaculate Vanguard, November 1949, first-class condition, 25,000 miles, grey, grey leather, H.M.V. radio and heater, almost new tyres, unusual opportunity to acquire very fine car; £850.—Ampress Lodge, Lymington. Tel. Lymington 667. [3609

695 ens.—Standard Vanguard, July, 1949, saloon, gunmetal grey leather, excellent condition; choice of 6 Vanguards; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Standard Vanguard Cars Wanted

ALBERT PARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—73, Manningham Lane, Bradford. Tel. 28827-8. [0216

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6098-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—194, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Miscellaneous Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454.

SRSR

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH immediately for good Standard, etc.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0451

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd., (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [W2051

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

DISMANTLING 1949 8hp, 1936 12hp, 1936 9hp.—Motolympia, Welshpool. Tel. Oswestry 480. [0436

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1201

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5891. [1200

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0959

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

SPARE parts by return of post, quote commission number of car when ordering.—Whiten Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Dalridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANCASTER ENG. Co., Ltd. (distributors in Surrey 11 since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4.

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd. Bromley, Kent. Rav. 3456-7-8-9. [0347

HALLS (FINCHLEY), Ltd., have a comprehensive list range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed (three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0008

STUDEBAKER

SIMPSON'S MOTORS offer:—

1949 Studebaker Champion, overdrive, loose covers, all extras, black. [C4027

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/5903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD late model Studebaker, colour black.

JOE THOMPSON (MOTORS), Ltd., 97 Fulham Rd., South Kensington (next to Michelins). Ken. 4658. [C4028

£450—1939 Studebaker President saloon, chauffer maintained.—Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4834. [C1010

PRIVATELY owned Studebaker Commander convertible coupe, 1948, right-hand steering, electric hood, Philco radio, hill-holder, finished medium blue, total mileage 16,000, used only about 5 months per year, owner being overseas; this car will clock 100 mph and does 20 mpg, cost nearly double the price of the saloon model, a beautiful and most exclusive car; price £2,000. To be sold on behalf of owner by Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Studebakers (1937 onwards).—Wembley 8691/5903. [0675

SUNBEAM

SUNBEAM 16 sports saloon, exceptional condition; offers over £100.—Wallace, 9, Powdermill Lane, Waltham Abbey. [3473

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0515

SUNBEAM-TALBOT

BROOKLANDS

1951 Sunbeam-Talbot 90 saloon, speedometer reading 10,621.

1950 Sunbeam-Talbot 80 saloon, small mileage.

103 New Bond St., London, W.1. Mayfair 6351-6. [C1039

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, 12,000 miles; £1,065.

1950 Sunbeam-Talbot 90 saloon, radio, heater, 16,000 miles; £1,050.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

BOON & PORTER, Ltd.

1948 10hp saloon, black, one owner, 19,000 miles, hardly scratched; £795; open until 7 p.m., 1 o'clock Sundays.—Castelnau, S.W.13 (by Hammersmith Bridge). Riv. 4484. [C1022

CYRIL SHEPPARD offers:—

SUNBEAM-TALBOT 90 saloon, bronze with red leather upholstery, fitted radio and heater, in immaculate condition; £875.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [5586

MONTROE MOTORS offer:—

1939 Sunbeam-Talbot 10 drop head coupe, £495.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5045

HAROLD RADFORD & Co. Ltd.

1950 (June) Sunbeam-Talbot 80 saloon, colour black with red leather upholstery, one owner, speedometer reading 11,445 miles, fitted with loose covers, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

R. J. SHANKS & Co., Ltd. (Est. 1897), offer:—

1948 Sunbeam-Talbot 2-litre sports saloon, black, in very exceptional condition, taxed to end of year; £745.

BAKER St., Weybridge, Surrey. Tel. Wey. 1177. [2781

1950 Sunbeam-Talbot 90 drop head, 14,000 miles, extras.—Grosvenor 2635. [C4012

1950 Sunbeam-Talbot 90 saloon, black with beige leather; heater fitted, an exceptionally clean car; £1,050.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 9401. [C4056

SUNBEAM-TALBOT 90 saloon, November, 1949, 10,000 miles, one owner, perfect; £1,000.—Beer, 78, Barrowgate, W.4.

LOOK!—A 1939 Sunbeam-Talbot 10 drop head four-light coupe, with works reconditioned engine just fitted, very pretty car; £485.—Ross Autos, Euston 2700. [C3059

1949 Sunbeam-Talbot 90 saloon, satin bronze, heater, new battery, 12,500 miles, one owner, taxed year, perfect condition, as new; £1,000.—Box 0225. [3221

SUNBEAM-TALBOT

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, silver grey, red leather, extremely good runner; unrepeatable at £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, smart dark blue finish, new tyres and recent engine overhaul; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939 (August), one owner, coachwork and interior entirely original, a carefully maintained moderate mileage car; £525.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome coupe, 1940, late registration, identical to the post-war series, striking appearance in cream with red leather, economical and fast, new Goodyear Eagle tyres; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp open 4-seater sports tourer, 1948, silver grey with grey leather, genuine one owner car, moderate mileage and in extremely good condition; £645.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, immaculate metallic grey finish with leather to match, whole car in practically unblemished condition 18,700 very careful miles; £745.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, late 1950, in silver grey, radio and heater, 16,000 miles but in such immaculate condition that it could easily be taken for a 5,000 miler; £1,095.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday; open Whit-Monday 10 a.m.-6 p.m. [C1035

SUNBEAM-TALBOT 80, 1949, 15,000 miles, radio heater, etc., exceptional condition, one owner; nearest offer £1,050.—Ped. 5103, 5533, or Box 3981. [2621

1940 Sunbeam-Talbot coupe, has had new engine; exceptional condition; £495.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1950 Sunbeam-Talbot 80 saloon, grey with grey leather, mileage 7,000, one owner, new condition throughout; £1,025.—Morgan, Braeside, Wych Rd., Malvern, Worcs. Tel. 1798. [3184

SUNBEAM-TALBOT 10hp sports saloon, 1947, recently fitted new engine, taxed to December, one owner, carefully used, immaculate condition throughout, a bargain at £635.—Ring Yateley 3252. [3348

SUNBEAM-TALBOT 90 saloon, black with red leather interior, 1,000 miles only, really as new, owner going abroad reason for sale, absolutely as delivered from the works.—Apply Box 0231. [3263

1950 (July) Sunbeam-Talbot 90 saloon, finished in grey with grey leather trim, mileage 24,000, general condition good, tax paid to end of year; £995.—The Barnstaple Motor Co., Barnstaple 2264. [3179

1949 Sunbeam-Talbot 90 saloon, gunmetal, with grey leather fitted with heater, mileage 20,200, immaculate; £1,050 or near offer.—Messrs. Lindsay Bros., Ltd., 925, High Rd., N. Finchley, N.12. [3640

895 gns.—Sunbeam-Talbot 80, 1949 model, 10hp sports saloon, steel grey, sliding head, grey leather, one careful owner, 9,000 mileage, exceptional condition; terms, exchanges.—Rowland Smith, below:—

695 gns.—Sunbeam-Talbot, November, 1947, 10hp 4-door sports saloon, gunmetal, sliding head, twin Notek, unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

495 gns.—Sunbeam-Talbot, 1939, 10hp sports saloon, black, sliding head, fawn leather, wheel discs, good tyres, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Sunbeam-Talbot 90 saloon, heater, one owner, car in excellent condition throughout; any examination or trial; taxed year; £965.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1939 Sunbeam-Talbot 21hp sports saloon, in beautiful condition in every way, recently recellulosed in satin bronze metallic finish, licensed to end of year; £745.—Pantiles Service Garage, London Rd., Guildford 3326.

SUNBEAM-TALBOT 90 sports coupe, new November 1950, excellent condition, chauffeur maintained, 12,000 miles, colour beige, internal heater, licensed end year; offers invited over £1,150.—C. D. Aarvold, Foxbury, Westhumble, Dorking. Tel. 4495. [3234

1950 Sunbeam-Talbot 90 coupe, green, 13,000 miles genuine, heater, special tonneau cover, other extras, fastidiously maintained, owner going overseas, quick sale; £950.—Hartridge, 7, Manor Rd., St. Albans. Office 1982. Home 916. [3347

NAYLOR & ROOT, Ltd.—1948 Sunbeam-Talbot 2-litre saloon, maroon, very carefully maintained; £935, six months' guarantee; photos of 100 cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C3022

Sunbeam-Talbot Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0156

RROOTES

DISTRIBUTORS

REQUIRE modern 10/14-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Low: Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath.—(Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

PRIVATE buyer requires 1949/50 model 90, first-class condition; full particulars.—Box 0534. [3499

CASH immediately for good Sunbeam-Talbot, etc.—H. R. Edwards, 200, Ct. Portland St., W.1. Langham 0012. [W2003

URGENTLY required, 1950 Sunbeam-Talbot 90 saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1665. [0749

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46351. [0468

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

CAMDEN MOTORS urgently require 1946/48 Sunbeam-Talbot 10/14hp saloons and coupes.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). [W1095

Sunbeam-Talbot Spares and Service

CROYDON.—Local service promotes satisfaction; bring your Sunbeam-Talbot car to us for regular servicing; main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600-4632. [0869

TALBOT

GE

GEOFFREY EDWARDS, Ltd., offer:—

1938 elegant 3½-litre 24hp Talbot, winner of Concours d'Elegance Belfast, 1946, fitted swept tail, Continental 4-door sunroof touring saloon body, French grey, beige leather, laid up 1939 to 1946, one previous owner, just completely overhauled, virtually indistinguishable new throughout, host of special fittings and accessories, full history available; 3 months' written guarantee; £425; hire purchase, part exchanges.—Amenbury Lane, Hargreaves, Herts. Tel. 118. [C3000

£135—1935 Talbot 21hp saloon, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1034

1937 Talbot 10hp tourer, two others, genuine 56,000 miles only, original green cellulose, interior leather in excellent condition, mechanically perfect, taxed; £275.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common. Battersea 5573. [C3006

365 gns.—Talbot 10, 1948, sports saloon, black, sliding head, blue leather, discs, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Talbot 10, 1937, sports saloon, dark blue, sliding head, blue leather, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£375—Talbot 10 sports tourer, with such immaculate grey cellulose and modern shape it might pass for post-war model; worth double, excellent mechanically and really beautiful; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

TALBOT 1937 18hp sports saloon, special body similar 105 speed, very modern lines, immaculate condition inside and out, £60 just spent mechanically, Bosch head lamps, Notex, 5 new tyres; £375.—Lloyd, 149, Farley Rd., Selsdon, Surrey. Sanderstead 4586. [3503

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

Talbot Spares and Service

PRESSELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0762

DISMANTLING: 5 Talbots 1936 18, 1934 21, 1939 4L.—Motolympia, Welshpool. Tel. Oswestry 466. [3607

TRIUMPH

CAR MART, Ltd.

1950 (Nov.) Trium.. Mayflower saloon, radio, heater, 7,000 miles; £975.

1947 Triumph 1800 Roadster, 16,000 miles; £615.

1950 Triumph 2000 Renown saloon, radio, heater, 9,000 miles; £1,150.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212 [C1039

NEWNHAMS, Ltd.

1950 (Nov.) Triumph Renown saloon, maroon with beige, 12,000 miles, one owner; £1,195.

1950 (Nov.) Triumph Mayflower saloon, maroon, under 9,000 miles; £895.

1949 Triumph 2000 Roadster, black with beige, radio; £925.

1949 Triumph 1800 saloon, black with beige, radio, covers, excellent condition; £965.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3034

CHARLES FOLLETT, Ltd.

SPECIAL offer:—

1950 Triumph Renown saloon, super condition, one owner, metallic grey, heater, 3 months' guarantee; bargain at £1,050.

18 Berkeley St., W.1. May. 6246.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5858-9. [C2010

GUY SALMON AUTOMOBILES offer:—

1950 Triumph Renown saloon, 12,000 miles, excellent condition; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 2551-3-5. [C4001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

ROSE & YOUNG, Ltd., offer:—

1949 Triumph 2000 Roadster coupe, low mileage, exceptional condition, black, £795.

1948 Triumph 1800 razor edge saloon, radio and heater, exceptional condition inside and out; £795.—65-69 Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, grey, grey leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. [C4045

1948 Triumph Roadster, grey, low mileage; £765.

EXCHANGE. "Lingwood," Upper Bassett Avenue, Southampton. Tel. 68852. [9925

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster; £975.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster; £795.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1949 Triumph razor edge saloon, black, beige leather upholstery, one owner; £875.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1949 (Mch.) Triumph 2000 sal., grey, grey leather, ex. cond., 20,000 mles, fitted radio; £1,050.

TICKFORD, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029

1938 Triumph Dolomite 14hp saloon, radio, very good condition. 3 months' guarantee; £595.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

12 hp 1936 4/5 saloon, immaculate throughout; £215 o.n.o.; evenings.—95, Monarch Parade, Mitcham.

TRIUMPH Gloria saloon, 1936, 10.8hp, rebored, radio; nearest £295.—Palmers Green 1005 day, 4449 evening. [5379

1950 (Aug.) Triumph Mayflower, one owner, radio, heater; £890.—47, Hart Rd., Erdington, Birmingham. [5432

1949 Triumph 1800 saloon, black, radio, low mileage, as new.—Hendon Central Garage, Hendon 1423-4. [C2043

1947 Triumph saloon, new engine just fitted, radio, heater; £725; 31,000.—Tel. Farnham, Surrey 5007. [5375

1939 Triumph Dolomite drop head coupe, really attractive car, in excellent condition, taxed to December; £475.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3468. [C2049

1949 Triumph Roadster 2000, grey, maroon leather, excellent condition, one owner, all new tyres; £975.—Box 0174. [5171

1949 (Apl.) Triumph 2000 saloon, black, beige leather, heater, twin spot lamps, 10,000 miles only; £895.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Estate 2400, 1906. Tel. Wallington 3400. [C3020

1949 Triumph Roadster, green, 22,000 miles; £875.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

1949 Triumph 1800 Roadster, finished gunmetal, blue leather upholstery, in extremely attractive condition throughout; £725.

BIRKETTS MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

1948 Triumph 1800 Roadster, perfect condition, 18,000 miles; £760.—Hickman, 98, South Parade, Skegness. Tel. Skeg. 991. [3418

1937 Continental 15.7 sports saloon, well shod, an excellent condition; £525; viewed York or London Whit week-end.—Box 0562. [5623

1950 (June) Triumph Renown saloon, 9,000 miles, super condition; £1,095.—Allery & Bernard, Ltd., 572, King's Rd., Chelsea. Fla. 7345. [5214

1949 (August) Triumph 2000 Roadster, finished in black with red leather upholstery, radio, 26,000 miles, one owner, perfect condition.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [C4008

1949 Triumph 2000 Roadster, grey and grey, 18,000 miles, in excellent condition, new tyres; £850.—Wellsway Garages, Keynsham 2578. [5301

795 gns.—Triumph 2000, April 1949, Roadster coupe, black, grey leather, Windtone horns, excellent condition; terms, exchanges.—Rowland Smith, below.

695 gns.—Triumph 1800, August 1947, Roadster coupe, black, maroon leather, Windtone horns, small mileage, carefully used, excellent condition; choice of four Roadster coupes; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Triumph Roadster, 2088cc, extras fitted, showroom condition.—Further particulars write Lock, Ham, Cross-St.-Michael, Taunton. [5360

1947 Triumph 1800 Roadster, beautiful condition; £675.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1951 Triumph Renown, as new; special price, £100 under list for quick sale.—Wollenden, Cabot House, Clifton Down Rd., Bristol. Tel. Bristol 37209. [2795

1949 Triumph 2,000 saloon, grey, grey leather fitted heater, 22,000 miles, a genuine car, in exceptional condition; £895.—John Tripe, Ltd., Exeter 1234. [C4035

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer, 6,400, immaculate condition; £1,295.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1938 Dolomite 14hp saloon, reconditioned engine, body reconditioned, a good sound car privately owned; £375 or offer.—Sail, 99, Castle Rd., Salisbury. [3275

1949 Triumph 2000 Roadster, 16,000 miles, black, in very nice condition; at a bargain price of £775.—Valley View Garage, Mersham Surrey. Mersham 2100. [3650

TRIUMPH

1948 Triumph 1800 Roadster, gunmetal with blue out, new roof; £750.—Weston, Willoughby Manor, Alford, Linca.

1949 Triumph (Sept.) 2000, saloon, heater, any trial, taxed year; £875 or exchange.—Lyndhurst, Crescent Rd., Dukinfield, Cheshire. Tel. Ashton 1024. [3414

1948 razor edge Triumph saloon with heater and radio, licensed for year, in excellent condition; £875.—Linnell, The Square, Market Harborough, Leics. Tel. 2540. [3356

1950 (Oct.) Triumph Mayflower, one owner, 16,000 miles, black, radio, heater, rim-beautifiers, immaculate; £910.—Tel. Bristol 58340 (mornings), 65419 (evenings). [5451

1949 Triumph 2000 razor edge saloon, black, beige leather upholstery; this car has had one careful owner; £965.—Great Western Motors, London, W.2. Ambassador 1061. [5503

29000 foursome coupe by Tickford, one owner since new, excellent bargain; £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1949 Triumph 2000 Roadster, finished in grey, H.M.V. radio, an exceptionally well-kept car, one owner only; £895.—To be seen at Julians of Reading, 27, King's Rd., Reading. [3345

£245.—Genuine 1937 Triumph 16hp drop head foursome coupe, new hood, unworn tyres, very attractive; unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Triumph Dolomite 14hp Royale, black, outstanding order throughout, engine reconditioned, genuine car, moderate mileage.—Particulars and offers to Wilkinson, 19, King St., Thetford, Norfolk. [3230

WALTER SCOTT, Ltd.—November, 1950, Triumph Mayflower saloon, black, 6,000 miles, radio, heater, loose covers, garaged; £695.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

1948 Triumph 1800 Roadster, 24,000 careful miles, striking car in special shade of cream, with black hood and red upholstery, and in good mechanical order; offers wanted.—Hirons, 72, Trowell Grove, Long Eaton, Nottingham. [3510

1938 Triumph Vitesse sports saloon, 14hp, black, leather upholstery, Rotolio shock absorbers, radio, mechanical condition excellent, bodywork good, a fast, reliable car, two owners only; £350.—Furzefield, West End Lane, nr. Haslemere. Chidding-fold 67.

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a Roadster in black, appearance far above average, etc., good stock of cars and commercial vehicles of all types available.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [3061

*** 1949 (November) Triumph 2000 razor-edged saloon, black and chromium, beige leather heater, beautifully maintained, appearance almost as new, thoroughly recommended; written guarantee; £965; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 2011. [C3035

TANKARD & SMITH, Ltd., offer 1948 Triumph 1800 Roadster in black with beige leather, nominal mileage only, well maintained and in excellent condition throughout; three months' written guarantee; also 1950 guaranteed used cars for all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [C4026

1950 Triumph Renown saloon (grey), 11,000 miles only, first registered 8 Nov., 1950, one owner, carefully maintained, spare never used, loose seat covers, rubber floor mats, radiator, twin fog lamps, heater, taxed; offers over £1,100 invited; genuine reason for sale.—Laird, Chartered Surveyor, 5, High St., Marlow. Tel. 353. [3518

Triumph Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0998

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0857

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 2000.—Seven Sisters Rd., Tottenham, N.15. [0182

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd., (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [W2051

Triumph Spares and Service

S&T STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 2114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 1735.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

CAR MART, Ltd.

1949 Austin A40 Countryman, 16,000 miles; £875.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

GUY ALFREDS & Co. offer:—

1948 Hillman Minx utility, genuine mileage 15,000, outstanding condition.

1950 series Ford 10, genuine Martin Walter Utilecon, outstanding condition.—6-7, Warren St., W.1. Euston 3266. [C1005

UTILITY CARS

JACK STONE & SON offer:—

1949 (July) Austin 10 5-seater utility, 1947 Hillman 10 5-seater, 1947 Standard 12 8-seater, 1939 Hillman 10 5-seater, 1938 Austin 10 6-seater, many others; cash, terms or exchanges; let us know your requirements, send for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2275-7. [C4031

PHILIP RICKARDS Ltd., offer:—

1950 Hillman Estate car, grey/brown, 19,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5 [C3051

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman Mark II estate car, grey, brown leather, 12,000 miles.

WARWICK WRIGHT, Ltd., 130, New Bond St., W.1. Mayfair 9761. [C4045

ROWLAND SMITH'S FOR UTILITY CARS.

395 gns.—Austin 8 (Jan., 1946) 5-seater utility, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Ford 8 (June, 1947) 4-door 5-seater utility, coachbuilt varnished timber body, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Ford 8 (May, 1949) 8hp utility van, maker's standard body with glass side windows, plain black, rimbellishers, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 (March) Hillman estate car.—Ernest Sutton, Tel. Rogate 4. [C4023

1948 Phase II Commer utility, reconditioned engine and tyres; £695.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [5077

1948 Jowett Bradford Utility, engine overhauled 2 seats, 6-light; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254 [C2008

HILLMAN estate car, 1946; £635, or offer.—2, Mayfair Avenue, Whitton Middx. Popesgrove 4675. [3568

1946 Humber Snipe utility, quite definitely a gift; £175.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

BRADFORD utility '(Dec.) '47, rebored, repainted, ideal children, owner new car; £440.—Tel. Littlewick Green 72, Maidenhead. [3470

1949 (late) Vanguard estate; £875.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

BRADFORD utilities for sale serviced by us; main dealer agents since 1922.—Bunting's, Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621

1947 Morris 8 Utilecon by Martin Walter, 1 h.d., in excellent order throughout, 3 months' warranty; £475.—Haskins, Ledbrooke 1155. [C3027

AUSTIN A70 shooting brake, coachbuilt, 2 pass. doors, March, 1951, 6,000 miles, excellent condition; £675.—Box R. W. H. Smith & Son, Ltd., 3, Church Rd., Eccles, Manchester. [5236

1950 series Standard estate car, one owner leather, speedo, 600 miles, as new.—Seymour & Clements, Ltd., 36, Watford Way, Hendon Central, N.W.4. Hendon 2146 [C4007

ALVIS 1948, 14,000 miles, heater, etc., excellent condition; £765 first offer; seen Godalming or London.—Tel. Godalming 1255 or write Little Enton, Enton Green, Godalming, Surrey. [3194

1947 (October) Alvis timbered body utility, 14hp, superb all-purpose vehicle with a throughbred chassis; £765; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6071-8.

RECONDITIONED ex-Ministry of Supply Hillman Minx utilities, all in first-class condition and completely free from any defects; recalloused and retrimmed new batteries and lamps new chrome work, good or new tyres, fitted flush fitting occasional seats, spare wheel jack and wheelbrace, A.A. or R.A.C. inspection invited, fitted new canvas canopy £295; fitted new wooden 2-door station brake body £345; fitted new wooden 4-door station brake body new-look front, £550; hire purchase terms available; write for further particulars.—"Q" Service Station, Staines Rd., Ashford, Middlesex. Tel. Ashford 2572. [3547

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0998

VAUXHALL 10

1940 Vauxhall 10hp de luxe saloon, exceptionally well kept; £445.

READ BROS. MOTOR Co. (LONDON) Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

£350.—Vauxhall 10 1938 4-dr. sln., in excellent condition throughout; many others.

BEMOTORS, 8, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) H.P. terms. [C1017

1946 Vauxhall 10hp, fitted radio, heater, private owner; £600; o.n.o.—Sydenham 7162. [5536

1946 Vauxhall 10 saloon, paint poor, otherwise good condition, taxed year; £485.—Per. 7566. [3457

1938 Vauxhall 10 saloon, black; £385.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

LOOK!—A 1938 Vauxhall 10 saloon whose outstanding condition and performance will satisfy first purchaser; £375.—Roys Autos, Euston 2709. [C3059

£325 !!!—1938 Vauxhall 10 4-door saloon, original black finish with brown leather, a most economical family car, usual Vauxhall reliability and lively performance.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 300 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday; open Whit Monday 10-6 p.m. [1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 10

1939 Vauxhall saloon sunshine roof, in superb condition with magnificent performance, engine renewed, car just recellulosed black with new roof lining, free from any corrosion; £435.—Claude Barton, Spooney Green, Keswick. [3454

VAUXHALL 12

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Vauxhall 12 saloon, maroon, overhauled; £625.

3 months' guarantee, terms, list on application.—3, Leas Cottage, Finchley Rd., N.W.2. [C1051

£450—Vauxhall 12 1939 4-dr. sln., in exceptional condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6, (50yds Holland Park Tube.) H.P. terms. [C1017

1939 Vauxhall 12, one owner, exceptional; £465; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1938 Vauxhall 12 saloon, extremely nice order; £545.—Leatherhead Garages 35, Church St., Leatherhead 5043. [1534

1940 Vauxhall 12hp saloon, first registered 1946, £525; o.n.o.—8, Kings Ave., Greenford, Middlesex. Wax. 4155. [1570

£599—1947 series Vauxhall 12 de luxe saloon, late owner perfectionist having just spent over £100 on overhauling engine, suspension, brakes, etc., and is now forced to sell; choice also 1948 model; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finch.ey Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

695 ens.—Vauxhall 12 (July, 1948) saloon, black, sliding head, brown cloth, one careful owner, small mileage, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL 14

DICKS.

1940 Vauxhall 14 saloon, identical to post-war model; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

1946 Vauxhall 14 saloon de luxe, one owner, chauffeur driven; £600.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 6535. [C4060

£120 or terms.—Vauxhall 14 saloon 1934, good runner, good tyres.—7, Radcliffe Rd., Croydon 1503. [C2041

1939 Vauxhall 14 J type saloon, excellent example of this very popular model, 3 months' guarantee; £495.

C. & W. MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1948 Vauxhall 14 Velox saloon, black, superb condition taxed, £650; bargain.—12, Church St., Luton 4212-5. [3592

1934 Vauxhalls 14, steering, diff. overhauled, engine exch.—Dunn, Mus. 5655 day or Bay. 5032 night and week-ends. [3267

1939 Vauxhall 14hp J type saloon, engine perfect, recellulosed, black; £450.—19, Cecil Avenue, Ewell 2229 and 4484. [3472

1947 (Dec.) Vauxhall 14 saloon, black with brown leather upholstery, recent reconditioned engine, excellent mechanical condition; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C1060

1937 Vauxhall saloon, reconditioned chassis and renovated coachwork; 350uns.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2030

CASSE'S MOTOR MART.—1947 model Vauxhall 14 saloon, sup. order; £650; exchanges; written guarantee.—9, Warren St., W.1. Euston 4110. [C1040

1939 Vauxhall 14 J type, black, good condition, four new tyres and battery; private; £425.—Pilling, Hamstead, Uppingham Rd., Houghton-on-the-Hill, Leicester. Tel. Thurnby 606. [3572

1939 J Type Vauxhall 14, original cellulose, new suspensions and rear axle recently fitted, an exceptional smart car in every respect, taxed; £425.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common. Battersea 5575. [C3005

295 ens.—Vauxhall 14 1939, Tickford foursome drop-head coupe, black, brown leather, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1950 Vauxhall Wyvern saloon, 5,000 miles; £1,045.

1949—50 Vauxhall Wyvern saloon, 14,000 miles; £575.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454.

CAR MART, Ltd.

1950 Vauxhall Velox saloon, radio, heater, 10,000 miles; £975.

1949 Vauxhall Velox saloon, radio, heater, 18,000 miles; £835.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212.

H. A. SAUNDERS, Ltd. offer:—

1950 Vauxhall Wyvern saloon, black with brown interior, 2,900 miles; £1,075.

1949 Vauxhall Wyvern saloon, green with brown interior, heater, 25,800 miles; £835.

836—842, High Rd., N.12. Hillside 0024. [C2027

ARTHUR MULLINER, Ltd. offer:—

1950 Vauxhall Velox saloon, first registered 29.7.50, fawn, with red leather upholstery, one owner, small mileage, meticulously maintained and in exceptional condition throughout; it will pay you to telephone or write for the latest revised price list of our comprehensive stock and terms of our incomparable six months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

GUY SALMON AUTOMOBILES offer:—

1949 (November) 1950 model Vauxhall Velox, heater, radio, very carefully maintained; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-3-8. [C4001

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VAUXHALL WYVERN & VELOX

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—

1950 (May) Vauxhall Wyvern, black, brown leather, 8,000 miles, another, 19,000 miles, in brand new condition, £850, both cars at today's reduced prices!!!

PHOENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1949 Wyvern, heater, hood covers, spotlight, 15,000 miles registered; £795.

READ BROS. MOTOR CO. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1950 Velox, black, radio, heater; 950uns.—21, Ringsdale Rd., S.W.16. Gtr. 5478. [3426

VAUXHALL Velox, 1950, immaculate, red leather upholstery, heater; £1,000 o.n.o.—Watt, Bretts, Aveley, Essex. [3207

VAUXHALL Wyvern 1949, genuine 18,000 miles, seat covers fitted, upholstery still as new, immaculate condition throughout.

ARLINGTON MOTOR Co. Ltd., High Rd., Ponders End, Enfield, Middlesex. Tel. Howard 1266. [3241

VAUXHALL Velox, 1950, June, 8,500 miles, leather upholstery, covers, heater, wireless, many extras, perfect condition; £900.—Box 0517. [3426

1949 Vauxhall Velox saloon, black, beige leather, 16,000 miles, heater, radio; £795.—Woking Motors (Mayoury Hill), Ltd., Woking 1928. [C4057

£650—Vauxhall Velox, August 1949, as new, heater, 4 good tyres, inspection invited; offered at bargain price for quick sale.—Box 0137. [3162

1950 Vauxhall Wyvern saloon, recorded mileage 15,000, midnight blue, brown leather upholstery, fitted radio, heater, and many other extras.

DENHAM SERVICE STATIONS, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [C1070

1950 Vauxhall Velox saloon, radio, heater, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027

VAUXHALL Wyvern, June, 1950 grey, 10,000mls., r/d.o., heater, one owner, nearest offer to £475.—Stanton, 38, Emmanuel Rd., Wylde Green, Sutton Coldfield. [3265

ONE proud owner of October, 1950, Wyvern, 11,000 miles, green, metal thrums, with discs, radio, heater, spotlight, etc., immaculate condition; £975 or offer.—Streatham 0616. [3425

825 ens.—Vauxhall Wyvern (May, 1950) saloon, black, brown leather, careful owner, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Velox saloon in very attractive metallic green with leather to match, one owner since new, genuine 14,000 miles only, fitted radio and heater; £975; three months' written guarantee; 200 other selected used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601/5.

VAUXHALL 27

1935 Vauxhall 27 limousine; £125; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

VAUXHALL 30

VAUXHALL 30-98, November 1927, chassis No. OE 311, 4-seater, open sports with mahogany decks, finished in British Racing Green; this car has been completely overhauled, engine by Burtonwood at £160, bills available, boot of accessories, all good tyres, new hood and tonneau; £385.—S. Barrett, 13, Ashfield Parade, N.14. Tel. Palmers Green 6682. [3291

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328 [0018

HAMILTON MOTORS (LONDON), Ltd., 466-482, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 (January) Vauxhall 12hp, blue/black and brown cloth, body condition good, mechanically sound throughout; £725.

1947 Vauxhall 14hp saloon, black, brown leather upholstery, completely recellulosed, fitted with radio and heater, exceptional condition; £750.

1939 Vauxhall 12 saloon, black, red leather upholstery, completely recellulosed, maintained by H.M.L. for last 18 months, good tyres all round; £485.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C0252

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0059

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester 2. Bla. 9671, always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0265

Vauxhall Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane W... Grosvenor 5454. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers

WILL purchase modern Vauxhall cars

4—6, Berkeley Sq., W.1. Grosvenor 4328 [0018

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0994

ARLINGTON MOTOR Co., Ltd., main dealers will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2762. [0612

7-SEATERS privately owned modern Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1008

Vauxhall Miscellaneous Cars Wanted

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fre. 0063. [0479

CAMDEN MOTORS urgently require 1938/47 Vauxhall 10, 12 and 14hp models.—Particulars and price to Camden Motors, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). [W1035

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0822

Vauxhall Spares and Service

TRIANON.

TRIANON.—Established over 30 years, the firm with a reputation for reliability and quality workmanship offer the undermentioned services on Vauxhall cars and vans.

TRIANON.—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.

TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J 25hp and B/C 14CV models stock delivered.

TRIANON.—Suspension units, exchange or outright sale immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [3137

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams, Autospare, Wimble, London. [0655

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Vauxhall service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430.

K. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0395

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton, Elmbridge 1075.—Buy and sell pre-1914.

1903 Mors 10hp 4-cylinder, excellent mechanical condition, all original London-Brighton Gold car, ready for new owner, cheap at £250 no offers, photo with pleasure.—R. G. Martin, Esq., Martins Garages, St. Leonards Rd., Windsor. [3256

Veteran Cars Wanted

SUNBEAM 1909-1914 wanted, please state fullest details, chassis no., price, etc.—Geo. H. Rutter, Ltd., St. George's Parade, Wolverhampton 24154. [3112

VOLKSWAGEN

COLBORNE GARAGE, Ltd. (The Volkswagen People) are the sole distributors for Volkswagen engines in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with the vehicles.

COLBORNE GARAGE, Ltd., with the largest Volkswagen clientele offer the best market for your used Volkswagen; collection and delivery from London can be arranged.

COLBORNE GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. [0575

Volkswagen Cars Wanted

CLARKE & SIMPSON wish to purchase the best examples.—75-79, Cadogan Lane, S.W.1. Sloane 4727. [W1048

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Service department, 18, Providence Court, W.1. Mayfair 5242. [0149

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6-80 saloon, moonstone grey, 16,000 miles, one owner; also 1949, colour black.

1950 Wolseley 4-50 saloon, black, 16,000 miles, carefully used.

1948 Wolseley 6 saloon, green, 15,700 miles, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 9951), and 13, Chelsea Manor St., S.W.3 (Flaxman 5161).

ACREE offer:—

1950 model Wolseley 6-80 saloon, finished in black, grey leather upholstery, carefully used and maintained; first £950 secures.

ACREE AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.

1948 Wolseley 14hp saloon, 15,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

F

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

PRIDE & CLARKE, Ltd.

£629—1947 Wolseley 14 saloon, black/brown leather, 23,000 miles, one owner, excellent condition.

THREE months' guarantee; terms, exchanges; lists.

158, Stockwell Rd., S.W.9. Brixton 6251. [3524

PALMERS MOTORS, Ltd.

1940 Wolseley 14 saloon de luxe, wireless, excellent condition, £475; exchanges and deferred terms.—55, York St., Twickenham, ropesgrove 1890.

[C3054

TOM GARNER, Ltd. offer:—

1950 (regd.) Wolseley Super Six 25hp limousine, black with black cloth, loose covers, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [C2020

WARWICK WRIGHT offer:—

1950 Wolseley 6/80 saloon, black, brown leather, 9,000 miles.

1950 Wolseley 4/50 saloon, grey, brown leather, 12,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1936 Wolseley Wasp 10hp de luxe 4-door saloon, black, brown pneumatic upholstery, Easy-clean wheels, excellent throughout; £295.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C3012

MAY 1950 Wolseley 6-80, mil. 12,000; £1,125.

EXCHANGE.—Lingwood, Upper Bassett Ave., Southampton. Tel. 68852. [3921

1950 Wolseley 4/50 saloon, heater, low mileage, £925.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3023

1939 Wolseley 14hp saloon, black, excellent condition, £395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9002. [C3004

1938 (April) Wolseley 14hp saloon, brown leather upholstery, sliding roof; £295.

W. J. BROWN, Ltd., Established over 30 years, 339, Finchley Rd., N.W.3. Hampstead 4414. [3525

1950 Wolseley 6/80, 17,000 miles, one owner, private sale.—Flaxman 7736. [2263

1947 Wolseley 12/48, 26,000, black; £690.—83, Hall Ave., Wembley. Tel. Wem. 3807. [3544

1935 Wolseley 9 saloon, exceptional; £195; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5288 and 5774. [C4054

235 gns.—1937 Wolseley 14 de luxe saloon, clean car. Autosnips, 5, Balham High Rd., Balham 1505.

[C1009

£225—November 1937 Wolseley 14hp saloon, black, brown leather, good condition.—Edgware 5366. [3192

1935 Hornet special, bargain; £130; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3524

BEARTS, of Kingston, Wolseley distributors.—Genuine spares and repairs.—102, London Rd., Kingston. Tel. 5346.

WOLSELEY de ville 18, 1938, black, brown leather, taxed, insured, perfect condition; £400.—Hornchurch 5889.

1938½ 14hp saloon, new engine, magnificent car, guaranteed; £345.—Evenings, 93, Monarch Parade, Mitcham. [3562

1938 Wolseley 14 saloon, black, very reliable car; £315.—M.B. Motors, 536, New Cross Rd., London, S.E.4. Tideway 3779. [C3010

1951 model (October, 1950) Wolseley 6/80 saloon, 10,000 miles only, as new £1,125.—Wm. Page Park Garage, Ltd., Reigate 2265. [3574

1939 Wolseley 14 de luxe saloon, excellent, guaranteed; £350; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4036

1938 model Wolseley 18hp saloon fully guaranteed, unrepeatable bargain; £295.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C3011

250 gns.—Wolseley de luxe Super Six 1937 25hp black saloon, brown leather, excellent condition, taxed, hargain.—Guildford 52778. [3564

WOLSELEY 10hp, late 1939, perfect condition, beautiful car, only 19,000; £525.—Rapide Car Services, 8, St. James' Rd., Surbiton. [2241

1950 Wolseley 6/80 saloon, black with brown leather, well maintained; £995.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1946 Wolseley 12 saloon, black, brown, one owner, exceptional condition, any trial or examination; £725.—Hasking, Ladbroke 1155. [C3027

1950 (Oct.) Wolseley 6/80 saloon, one owner, 7,500 miles light grey as new; £1,050.—D. Rowe, & Co., Ltd., The Hornet, Chichester. Tel. 2471. [3556

1946 (Nov.) Wolseley 18/80 saloon, black/brown leather, seat to chauffeur kept; £725.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1950 Wolseley 6-80, as new, under 4,000 miles; sale £1,150, or would consider part exchange Ford Prefect car or brake.—Box 32, Smith's Bookstall, Exmouth. [3239

1937 Wolseley 14 saloon, excellent condition, excellent tyres; £275; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122.

£495—1939 Wolseley saloon, reconditioned engine, cost of £150.—Le Grice Elers, Ltd., 127-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

LAST price.—1950 Wolseley 4/50, one owner, very low mileage, just as new; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

WOLSELEY 6-80 saloon, black with brown upholstery, excellent condition throughout, one owner; A.A. examination welcomed.—561, Queens Drive, Liverpool, 9. Tel. Stanley 1501. [2622

1939 Wolseley 14 saloon de luxe, black, brown upholstery, reconditioned engine, good tyres, one owner, superative engine; £485.—Holbrook Motor Co., Ltd., Richmond Barrier. Tel. 4014. [C2038

WALTER SCOTT, Ltd.—1939 Wolseley 14/60 saloon, black, brown hide, original finish, exceptional condition throughout; £435.—39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

WOLSELEY

1939 Wolseley 25hp saloon, spotless condition, little used, taxed, year end; nearest £500.—Hereert, "Woodleigh," Bradnop, Leek, Staffs. [3482

795 gns.—Wolseley 14.60, 1948, de luxe saloon, black, sliding head, brown leather, one owner, moderate mileage, carefully used, exceptional condition, terms, exchanges.—Rowland Smith, below.

395 gns.—Wolseley 14.60, March 1939, de luxe saloon, black, blue leather, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3016

£745—1947 Wolseley 12 saloon, black, brown leather, one owner, works reconditioned engine, 6,000 miles.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1937 (April) Wolseley 14/56 de luxe sun saloon, black, brown leather, twin spotlights, twin horns, a very clean car throughout, in good mechanical condition, taxed December; £395; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., New Finchley Station, N.2. Tudor 2301-2. [C3016

£495—1949 Wolseley 4/50 saloon, one owner, special quiet engine, 22,000, absolutely unmarked, 3 months' guarantee, hire purchase, part exchanges.—Northern Motors of Harrow, 136-194, Pinner Rd., Harrow 4444-4094. [C3025

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CAMDEN MOTORS.—Wolseley 8hp 4-door saloon, March, 1948, in black with brown leather, a genuine low-mileage specimen, appearance practically flawless, sparkling cellulose and chrome, one very careful owner since new; £695.

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1950 Wolseley 6/80 saloon required.—Durngate House, Winchester. [W1004

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1939 Wolseley 25hp series 3, 7-seater limousine.—R. Hardy & Son, 88, Marylebone High St., W.1. Tel. Welbeck 1101-3. [8416

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BROCKHURST GARAGE.—Harrow agents for Wolseley sales service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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FORDSON 30hp van 1947, good condition; £150 or offer.—1, Wades Hill, Winchmore Hill, N.21. Pal. 2704. [3156

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1950 Ford 8hp van, plain green, perfect, owner driven, £395.—Newnham Quest House, Farnham. [3185

1950 Fordson 10cwt van, 15,000 miles; £575.—Symonds, 23, The Drive, Bengeo, Hertford. Tel. 2887. [3159

1946 30cwt Bedford box van for sale, good serviceable condition; £350.—Scrubb & Co., Liberty 4661. [3172

1950 Vanguard van, immaculate throughout, 14,000 miles, guaranteed; £595.—Harcourt Motors, Chandos St., Leamington 1904. [2740

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1946 Ford 5cwt van, one owner; £245.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1949 Fordson 5cwt van, resprayed green primer, reconditioned engine, gear box; £575.—Norrish, 68/70, High St., Brentwood, Essex. [3163

1948 10hp Austin Pick-up, splendid order, recently renovated; £350.—Lawton & Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022/1

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1948 Fordson 5cwt van with windows and extra seats, exceptionally good condition throughout; £400.—Beardmore Service, 88, Queensway, Bayswater, W.2. Bayswater 0136. [M1015

1950 Morris van 5cwt, coachwork as new, whole vehicle in excellent condition, any trial or inspection; £400 or near.—D. C. Bushell & Co., Ltd., Agricultural Merchants, Camberley, Surrey. [3335

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THE London distributors for West and East areas for the wonderful Rotoflo new principle shock absorbers are Messrs. Shock Absorber Service, 125, Lower Clapton Rd., E.5, who are equipped to give "over the counter" service for dampers to fit most cars; please send your old units complete with linkage, which will be rebushed. Tel. Amherst 6466 for information; full trade discount given.—West End Depot, 564, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251. [0153

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SERVAIS, straight-through silencers, quicker and quieter, fitted by leading manufacturers, your dealer can supply; trade enquiries invited.—Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 6789. [0697

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GARAGES, motor businesses.—John Swait, Sons & Ltd., 54, The Mall, London, W.5 (Ealing 2866), have numerous vendors and purchasers; clients' instructions and purchasers' enquiries invited. [0512

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GODDARD & SMITH are requiring on behalf of numerous buyers garages and filling stations in London area or provinces, as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291

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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of The Notification of Vacancies Order 1952.

SKILLED Ford mechanics and automobile electricians required by Ford main dealers; accommodation available.—App.y, White Bros., Taunton. [2195

MOTOR mechanic required for garage in small East Midlands town, Rover, Standard agents, house, excellent opening for Truth Student.—Box 0518. [3450

SALESMAN required by Vauxhall-Bedford dealer, London area, experienced in buying and selling used cars; write giving full details and experience.—Box 0260. [3502

MANAGER required for used car sales department, must be conversant with present-day values; salary and commission, write or phone for appointment.—Jessups (Romford), Ltd., Romford 2424. [3250

MOTOR engineers require man used to service garage routine for light driving and general service, small cottage; write full personal details and experience, references, wages.—Chard Motor Supply, Chard. [2952

WANTED, experienced car and vehicle salesman in well-known Hampshire town dealing in both distinguishes for one of the principal car and commercial vehicle manufacturers; applicant must have experienced knowledge in buying and selling used cars.—Box 0064. [2635

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson distributors, require urgently motor fitters, Ford experience preferred but not essential, spacious well equipped workshop with good canteen facilities.—Apply, Works Manager, Ford House, New Rd., Dagenham, Essex. Rainham 7701 (8 lines). [3063

SALES representatives calling on garages, trimmers, coachfleets, etc., to carry as an additional line Leathercoat, the successful new leather and leathercloth upholstery resurfacer; vacant areas include South Wales, Yorkshire, West Country and parts of Midlands.—Write J. H. Wiseman & Co., Ltd., 100, Blackstock Rd., London, N.4. [3154

GN Ltd. require experienced sales representative for commercial and private sales department, previous experience of Bedford and Vauxhall not necessary, but knowledge of these lines would probably be an advantage.—Applications in writing to Sales Director, G.N., Ltd., Bedford and Vauxhall Main Dealers, 279, Bulham Hill Rd., S.W.17. [3518

APPLETON and ARUNDALE, Ltd., Rootes Group distributors in North and East Yorkshire, require senior car salesman for key position at Bridlington depot; applications will only be considered from first-class salesman offering proof of ability and personal qualifications for a progressive position.—Write in fullest detail to Appleton & Arundale, Ltd., North Way, Scarborough. [2658

A WELL-KNOWN tyre company invites applications from automobile engineers, aged 26-35, with design or experimental experience of both cars and heavy goods vehicles; applicants should hold H.N.C. and be willing to undertake investigations involving considerable travelling in this country; excellent opportunity for adaptable man with sound technical background and commercial acumen.—Please write, stating in confidence personal details, experience and present salary, Box 0136. [3155

PANEL beaters and spray painters.—Do you want to emigrate to South Africa where there is a beautiful climate, a high standard of living and comparatively low taxation? If you are a qualified panel beater or spray painter, single and under 35 years of age, and wish to join a leading General Motors' distributor in Johannesburg, with passage paid and hourly pay at 7/-, with a guaranteed 46-hour week, send your application immediately to Box 0266, The E.C. Advertising Co., 54, Old Broad St., London, E.C.2. [3153

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AUTOMOBILE engineer, 32, experienced workshop manager, requires position as service manager with progressive firm.—Box 0536. [3453

AUTOMOBILE engineer, transport expert, general manager, 20yrs Indian experience expert, all branches, Ford parts manager, able take complete charge.—Hagreen, 18, Burnway, Hornchurch. [3274

GENTLEMAN, age 41, requires situation as car salesman, employed for the past 3 years with one of London's leading second-hand car dealers, can produce excellent sales records.—Terry, 116, Belsize Rd., London, N.W.6.

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HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. [0085

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UTILITY Motor Bodywork, Working drawings and instructional booklet, 35/- post free; kits of planed timber available.—Craftsman Publications, 88, Regent St., Leamington Spa. [7890

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MIDHURST, Sussex. The Spread Eagle Hotel. For the Sussex seaboard and the South Downs, make your headquarters at this prime inn, steeped in history and hospitality.—Tel. Midhurst 10. [3558

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Tenders, on forms to be obtained from the undersigned, should be addressed to the TOWN CLERK, MUNICIPAL BUILDINGS, SOUTHEND-ON-SEA, in plain envelopes bearing no name or mark indicating the senders, endorsed "TENDER FOR LIMOUSINE CAR," and delivered not later than 7th JUNE, 1952.

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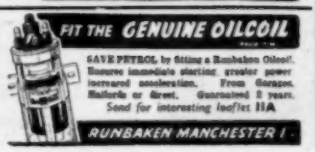
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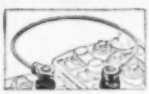
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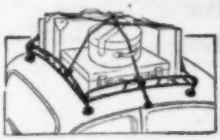


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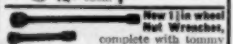
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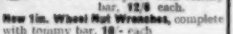


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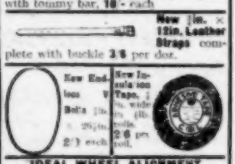
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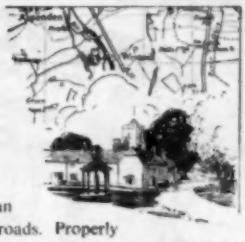
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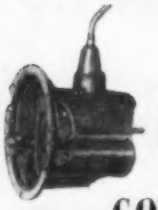
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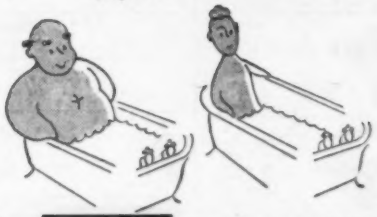


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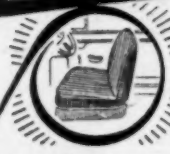
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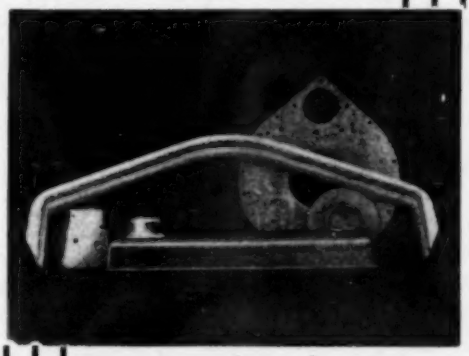
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